

(Translation)

Minutes of the 12<sup>th</sup> Meeting of Traffic and Transport Committee (4/17-18)

Date: 6 November 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  
Ms LAM Yuen-pun, Phyllis  
Mr LAM Faat-kang, MH  
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 WONG Kwong-fai	Station Sergeant (Acting), 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	Contractor Project Coordinator/2 (New Territories West), Civil Engineering and Development Department
Miss TAI Tsz-yan, Angie	Executive Officer (Development), Tsuen Wan District Office

Tsuen Wan District Council Secretariat Representatives

Mr CHOW Chun-hun, Gary	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 WONG Yee-ling	Assistant Manager (Operations), Kowloon Motor Bus Company (1933) Limited
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Attendance by Invitation:

For discussion of item 3

Mr MAN Wai-keung	Engineer/NT4-3, Highways Department
Mr LEE Wing-chun	Assistant Civil Engineer/HK1-5, Highways Department

For discussion of item 4

Mr POON Ka-man	Senior Engineer/Tuen Mun Road, Highways Department
Ms POON Wai-ming	Engineer 1/Castle Peak Road, Highways Department

For discussion of item 5

Mr LEE Kin-lok	Manager (Public Affairs), New World First Bus Services Limited
Mr LAM Chi-keung	Assistant Manager (Operations 2), Citybus Limited

For discussion of item 6

Mr WONG Kin-chung	Property Service Manager/S(WTT) 4, Housing Department
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For discussion of items 7 and 10

Ms YUEN Miu-chun, Christine	Senior Transport Officer/Planning/Ferry 1, Transport Department
Mr CHEUNG Yu-chik	General Manager, Park Island Transport Company Limited
Mr CHEUNG Kwok-ping	Manager (Ferry Operation), Park Island Transport Company Limited

For discussion of item 9

Mr TSE Hing-chit	Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing),
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Mr WONG Yin-kit, Jerry

Mr WONG Kee-kiu

Lands Department

Engineer/General Legislation 4/1, Electrical  
and Mechanical Services Department

Assistant Station Commander Tsuen Wan  
Fire Station (Acting), Fire Services  
Department

## The Meeting

### I Opening Remarks and Introduction

The Chairman welcomed Members, Co-opted Members, representatives from the Government and corporations to the 12<sup>th</sup> meeting of the Traffic and Transport Committee (T&TC). He introduced Mr CHOW Chun-hun, Gary, who succeeded Mr CHONG Kong-sang, Patrick, as Assistant District Officer (Tsuen Wan) of the Tsuen Wan District Office (TWDO); Miss TAI Tsz-yan, Angie, who succeeded Mr LEE Shing-fai, Henry, as Executive Officer (Development) of the TWDO; Ms TSE Pui-lam, Rosa, Town Planner/Tsuen Wan 2 (Town Plnr/Tsuen Wan 2) of the Planning Department (PD) who stood in for Mr CHAN Siu-wan, Wallace to attend the meeting; as well as Mr WONG Kwong-fai, Station Sergeant (Acting) of the Hong Kong Police Force (HKPF) who stood in for Mr LUI Sui-hung, Eddie to attend the meeting.

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 4.9.2017

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

#### A. Paragraph Nos. 16-22 of the Minutes of the Meeting held on 4 September 2017: Request to Improve the Crossing Facilities at Kwok Shui Road and Castle Peak Road

4. The Chairman reported that Members and representatives of the office in Kwai Tsing of the Transport Department (TD) visited the above site on 22 September 2017. Owing to insufficient pedestrian flow at the location and presence of pedestrian subways and footbridges in the vicinity, the TD would not consider constructing an additional pedestrian footbridge at this stage. However, it would continue to closely monitor the changes in pedestrian flow to respond to the requests of residents. Besides, the TD agreed to Members' proposal of providing a central divider and putting up a traffic sign saying "No Climbing", and would study the implementation of the project as soon as possible.

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

- (1) he said that the pedestrian flow at these roads was ever-increasing, and it was also not convenient for pedestrians to cross the roads at the crossing

facilities nearby. He hoped that the TD would continue to follow up on the proposals of providing additional pedestrian crossing facilities and road lighting there to enable pedestrians to cross the roads safely (Mr CHAN Yuen-sum, Sumly); and

- (2) he hoped that the TD would monitor the changes in pedestrian flow after completion of new private housing estates in the vicinity and follow up on the proposed provision of a footbridge when necessary (the Vice Chairman).

B. Paragraph Nos. 23-29 of the Minutes of the Meeting held on 4 September 2017: Request to Improve the Design of the Minibus Stops at Tsuen Wan Multi-storey Carpark Building to Accommodate the 19-seat Minibuses

6. Engineer/Tsuen Wan 1 (Engr/Tsuen Wan 1) of the TD reported that the TD had held discussion with the operator of green minibus (GMB) route nos. 95M and 96M and conducted test run of accommodating the new 19-seat minibuses at the public transport interchange (PTI) on the ground level of Tsuen Wan Multi-storey Carpark Building. After discussion and test run, the TD drew the following conclusions:

- (1) the existing carriageways of the PTI on the ground level of Tsuen Wan Multi-storey Carpark Building were so narrow that the new 19-seat minibuses had difficulty in passing. Improvements works such as widening of some parts of the carriageways, relocation of the stands of GMB Routes No. 95M and 96M, the New Territories taxi and urban taxi stands and additional provision of pedestrian crossing facilities were required;
- (2) when the improvement works of the Highways Department (HyD) was in progress, temporary closure of some carriageways would be required and the remaining space of the road would not be wide enough for access by minibuses and taxis. Therefore, it was necessary to relocate the stands of GMB Routes No. 95M and 96M, and the New Territories taxi and urban taxi stands to other appropriate places to make way for the works;
- (3) it proposed to temporarily relocate the stands of GMB Routes No. 95M and 96M to Kwu Uk Lane and temporarily relocate the New Territories taxi and urban taxi stands to the road leading to the entrance of the PTI; and
- (4) it was anticipated that the improvement works would be commenced in January 2018 and completed in June 2018.

(Note: The Hon CHAN Han-pan, Ben joined the meeting at 2:40 p.m. Mr TAM Hoi-pong joined the meeting at 2:50 p.m.)

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

- (1) he supported the proposal and hoped that the TD would commence work as early as possible with a view to completing the works before the rainy season. He reminded the GMB operators to pay attention to the headroom capacity of the PTI on the 19-seat minibuses. He also hoped to alter the lanes so that two would be for urban taxis and one for New Territories taxis, and to provide an additional pedestrian access at the

platform of the new GMB stand to meet passenger demand (Mr CHENG Chit-pun);

- (2) he said that given the large number of minibus passengers, the sudden relocation of the GMB stand to Kwu Uk Lane by the TD would affect the travel pattern of passengers. He therefore proposed to swap the locations of the GMB stand and taxi stand for the convenience of passengers (Mr LAM Faat-kang);
- (3) he proposed to commence the works after the Lunar New Year lest the implementation should be affected by the public holidays. He also proposed to expand the area of the taxi stand, improve the ventilation system of the PTI and allow sufficient time to notify passengers of the temporary traffic arrangements (the Vice Chairman);
- (4) he hoped that the TD could solve the problems of hitting the cross beam by long minibuses when leaving the PTI, improve the arrangements of queueing and taking shelter from the rain by waiting passengers at the temporary GMB stand, improve the ventilation system of the new GMB stand, and give prior notification to residents about the relevant arrangements (Mr TSANG Tai); and
- (5) he suggested that consideration should be given to optimise the entire ventilation system of the car park and post notices both at the GMB stand inside the minibuses (the Chairman).

8. Engr/Tsuen Wan 1 of the TD responded that the TD would expeditiously carry out the works in January 2018 with a view to completing it before June 2018 if the proposal was supported by Members. Regarding the trial run of the new 19-seat minibuses at the aforesaid the PTI as arranged by the TD earlier, it was found that the height of the new 19-seat minibuses was within the headroom capacity of the PTI. Even so, the TD would still remind the GMB operator to pay attention to the headroom of the PTI when they purchased new minibuses. The TD noted Members' proposal of providing an additional pedestrian access at the platform of the new GMB stand and would arrange for the departments concerned to study the feasibility of the proposed works. Regarding the proposed swapping of the locations of the temporary GMB stand and the taxi stand, the TD did not support such proposal because, in its opinion, the access at the PTI entrance was narrow and was thus not suitable for making U-turn movement by minibuses. The TD would request the HyD to shorten the construction period as far as possible to minimise the impact on the public. As the GMB operator had also proposed improvements to the ventilation system, the TD would request the Electrical and Mechanical Services Department (EMSD) to consider the improvement proposal. Regarding the temporary traffic arrangements, the TD might notify Members of the relevant information early for dissemination to other residents. The TD would request the HyD to post sufficient notices at the exits of MTR stations, on Castle Peak Road and in areas near the PTI to enable passengers to conveniently gain access to the temporary GMB stand and taxi stand.

9. The Chairman concluded that the works were definitely needed to meet the requirements of the new 19-seat minibuses. He hoped that the TD would maintain

close communication with Members before commencement of the project and would complete the works as soon as possible. After discussion, Members were supported the relevant works proposed by the TD.

IV Item 3: Proposal on Provision of Automatic Escalator at the Footbridge across Castle Peak Road (Kwai Chung Section) next to Exit B of Tai Wo Hau MTR Station

(T&TC Paper No. 34/17-18)

10. The Chairman said that the paper was submitted by the HyD. He introduced Mr MAN Wai-keung, Engineer/NT4-3 (Engr/NT4-3), and Mr LEE Wing-chun, Assistant Civil Engineer/HK1-5 of the HyD who would brief Members on the agenda item.

11. Engr/NT4-3 of the HyD presented the paper.

(Note: Mr CHAN Chun-chung, Jones left the meeting at 3:00 p.m.)

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

- (1) he considered the works period too long. He suggested the HyD to first construct a temporary staircase in the vicinity for use by residents, and demolish the existing staircase and construct the escalator at the same time. The new staircase would be constructed only after the escalator was completed so that residents could use the escalator as soon as possible. Moreover, he suggested that the new staircase could lead to Kwok Shui Road Park so that it was available for use by more people. He also asked the HyD to provide the relevant works schedule (the Hon CHAN Han-pan, Ben);
- (2) he said that it had been many years since Members followed up the item. He expected that the HyD would need two to three years to complete the preparatory works. He therefore hoped that the HyD could provide a detailed works schedule as soon as possible for reference by residents in Tsuen Wan and Kwai Tsing. He also enquired whether the HyD would prepare an enhanced design proposal to shorten the overall works period (Mr KOT Siu-yuen);
- (3) he agreed that the HyD should adjust the work procedures by providing the temporary staircase and escalator first and construct the new staircase upon completion of the escalator works. This arrangement might shorten the waiting time of residents who would use the escalator as soon as possible (Mr KOO Yeung-pong);
- (4) he hoped that the HyD could construct the new staircase in a simple single-run" style and enquired whether the design of the new staircase would be affected by the external wall of the substructure of the MTR station. If the staircase could be put in the adjacent area within the purview of the Leisure and Cultural Services Department (LCSD), a simpler approach could be adopted in the design (Mr TAM Hoi-pong);
- (5) he enquired whether the HyD or the MTR Corporation Limited (MTRCL) would be responsible for the maintenance of the escalator and whether the

escalator would be closed at night or would operate in a slow mode (Mr TAM Hoi-pong);

- (6) he said that the provision of the escalator would help divert the pedestrian flow because the utilisation rate of the lifts at Tai Wo Hau MTR Station was high at present. He thought that the HyD should adopt appropriate temporary traffic measures during the works period and was concerned about which party would be responsible for the maintenance of the escalator (Mr MAN Yu-ming); and
- (7) he asked whether the staircase would not be lead to the area near Kwok Shui Road Park (the Chairman).

13. Engr/NT4-3 of the HyD responded that the staircase and escalator would be located separately in the design proposal to maximise the width of the escalator. When carrying out the works, an extension (including the associated foundation and structure) had to be constructed at the north end of the existing pedestrian footbridge first for connection to the new staircase. The temporary staircase could not be built during the initial stage of the construction works. As there were many public utilities underneath the site of the proposed escalator, the HyD would require the contractor to arrange for relocation of the buried utilities at the same time when carrying out the piling and structural works of the new staircase with a view to making space for the construction of the escalator. Therefore, it was preliminarily anticipated that providing a temporary staircase might not help shorten the overall works period. The HyD noted Members' views and would consider whether a temporary staircase would be provided in the light of the works progress. Since the staircase was located within a railway protection area, a certain distance was required to keep the staircase from the external wall of the substructure of the MTR station when designing the route of the staircase. Although the landings of the new staircase and the existing staircase were more than 20 metres apart, it would take about half a minute to one minute more for pedestrians to use the new staircase in future. However, it was anticipated that the escalator would help divert the pedestrian flow upon completion with the new staircase as an ancillary facility. Besides, as the works site was close to the external wall of the substructure of the MTR station and many buried utilities had to be relocated, the route of the new staircase had to be designed in a way to ensure smooth pedestrian access to Tai Wo Hau MTR Station, the associated lifts and footbridge during the works. For this reason, the HyD needed more time to design an appropriate proposal for the route. After finalising the proposal, it was also necessary to allow time for public consultation with residents in Tsuen Wan and Kwai Tsing and submit fund application to the Finance Committee (FC) of the Legislative Council (LegCo). Therefore, a clear works schedule could not be set out at present. The HyD noted residents' concern over the project. So, it would try its best to minimise the project duration at different stages and would examine the details of operating the escalator such as opening hours and operating speed at the next stage. Regarding the division of labour among the departments concerned, the HyD would be responsible for the construction of escalator whereas the EMSD would be responsible for the maintenance of the electrical and mechanical installations of the escalator.

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

- (1) he recalled that Members had started to request improvements to the facilities for pedestrian access to Tai Wo Hau MTR Station ten years before. He therefore hoped that the HyD could expeditiously draw up the works schedule and carry out the works so as to finish the works as soon as possible. This could save the inconvenience of the elderly and mobility-handicapped persons to walk a longer distance by making a detour due to the works. He also proposed to study the improvements to the facilities for pedestrian access to Exit A of Tai Wo Hau MTR Station at Kwok Shui Road (Mr CHAN Yuen-sum, Sumly);
- (2) he asked the HyD to closely monitor the problems of environmental pollution and noise nuisance arising out of the works and make proper arrangement of road closure at Castle Peak Road with the departments concerned to reduce the impact of the works on affected residents (Mr CHAN Yuen-sum, Sumly);
- (3) he supported the implementation of the improvements works and hoped that the FC of the LegCo would approve the works in the light of the livelihood of people. The HyD could further enhance the route of the staircase to serve more residents in the district (Mr LAM Faat-kang);
- (4) he enquired whether the HyD would consider discussing the design and route of the escalator with the MTRCL. He suggested adopting a quarter turn staircase leading to Kwok Shui Road Park and installing an escalator on the ground level of the MTR station for passenger access to the station. This would not only reduce the works procedure and cost but also help ease the pedestrian flow without having to obtain the approval of the Public Works Subcommittee under the FC of LegCo (the Hon CHAN Han-pan, Ben);
- (5) he suggested that meetings should be held between the departments concerned and the MTRCL for discussion and optimisation of the proposed project design (the Hon CHAN Han-pan, Ben);
- (6) he said that piling was prohibited outside the perimeter of substructure of the MTR station. He therefore asked whether the HyD and the MTRCL would further study the feasibility of constructing the staircase right beside the external wall of the MTR station without implementing the piling works (Mr TAM Hoi-pong);
- (7) he suggested widening the pavement of Kwok Shui Road Park for use by more residents (Mr KOT Siu-yuen); and
- (8) he suggested adjusting landing locations of the escalator and pedestrian staircase, and studying the arrangement for operation of the escalator (the Chairman).

(Note: Mr FONG Yun-fat joined the meeting at 3:30 p.m. Mr WONG Man-chau left the meeting at 3:35 p.m.)

15. Engr/NT4-3 of the HyD responded that the HyD would monitor that the contractor had taken corresponding environmental pollution and noise control measures during construction. It would discuss with the TD and the HKPF the road closure arrangements at Castle Peak Road to minimise the impact on residents. The HyD had always maintained communication with the MTRCL on the proposed project design and had consulted the MTRCL about the relevant works plans. The MTRCL did not object to the design proposal but requested that a certain distance should be kept between the location of the works and the external wall of the substructure of the MTR station as far as possible. Under the existing design, the staircase was not provided at Kwok Shui Road Park or at locations other than the proposed locations. In the stage of preparing the detailed design of the route, the HyD would consult the TD about the problem of the pedestrian volume arising out of detouring to Kwok Shui Road Park for access to the new staircase during the period of construction, with a view to assessing whether the proposal could cope with the pedestrian flow. The HyD would also consider whether the escalator would operate round the clock, and other details such as the relocation of landings of escalator and staircase.

16. In conclusion, the Chairman requested the HyD to take note of Members' views on the project, keep on maintaining close liaison with the T&TC and conduct site inspection after commencement of works when necessary to ensure a smooth completion of the project. After discussion, Members supported the above proposal.

(Note: Mr LI Hung-por joined the meeting at 3:45 p.m.)

V Item 4: Traffic Review and Improvement Plan for Tsuen Wan Road and Associated Junction

(T&TC Paper No. 35/17-18)

17. The Chairman said that the paper was submitted by the HyD, and introduced Mr POON Ka-man, Senior Engineer/Tuen Mun Road (Sr Engr/Tuen Mun Road), and Ms POON Wai-ming, Engineer 1/Castle Peak Road (Engr 1/Castle Peak Road) of the HyD who would brief Members on the agenda item.

18. Engr 1/Castle Peak Road of the HyD presented the paper.

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

- (1) he enquired what the areas marked by red lines in the plan was. He thought that the proposed Tsuen Tsing Interchange project failed to make good use of the ramp by adding a lane to divert the vehicular traffic heading to Tsing Yi, and that the progress of the project was slow as the commencement would take place in 2019 only. He hoped that the HyD could launch the project earlier and enquired of the HyD whether any other proposals would be put forward before 2026 to alleviate the congestion problem in Tsuen Wan (the Hon CHAN Han-pan, Ben);
- (2) he enquired of the HyD about the statistical method used to collect the data of vehicular flow at the roundabouts on Tsuen Wan Road. He opined that

the data could not reflect the situation of traffic congestion in those areas, he therefore suggested that the HyD should consider other arrangements such as implementing large-scale widening works on Tsuen Wan Road and at some larger junctions, and constructing an approach bridge at Belvedere Garden for access to Tsuen Wan Road, and constructing an additional driveway on Wing Shun Street for connection to the bridge, etc. (the Hon CHAN Han-pan, Ben);

- (3) he was discontented with the practice of the HyD in that it only submitted piecemeal information before the meeting and provided the works plan at the meeting. Members could not give insightful comments on the project with inadequate information. He hoped that the HyD would provide supplementary information and related pictures for discussion at the next meeting (Mr CHOW Ping-tim);
- (4) he was opposed to the widening of the segregated lane to Tsing Yi at the roundabout. A similar works had been carried out by the government department in 2004 which resulted in severe traffic congestion (Mr CHOW Ping-tim);
- (5) he said that the traffic on Tuen Mun Road - Tsuen Wan was generally smooth after the completion of the widening of Tuen Mun Road, but there was traffic congestion occurred again starting at Tsuen Tsing Interchange. He therefore hoped that the HyD could complete the works as soon as possible to alleviate the congestion by relieving the bottleneck (Mr NG Hin-lung, Norris);
- (6) he pointed out that the information paper only stated the commencement date of the works without mentioning the works plan, works procedure and relevant details. He therefore had reservations about the paper (Mr NG Hin-lung, Norris);
- (7) he enquired about the data of the left-turning road traffic at Tai Chung Road PTI to enable Members to understand whether it was appropriate to provide a segregated left turn lane at the location where vehicles would turn left (Mr TAM Hoi-pong);
- (8) he indicated that diversion of the left-turning road traffic should be considered first to prevent causing traffic congestion if any traffic improvements were to be implemented on Texaco Road. He hoped that the HyD would give a detailed briefing on the arrangement regarding adjustment of traffic signals on Texaco Road (Mr TAM Hoi-pong);
- (9) he considered it ineffective to cut the rock slope near the area after turning left at Tsuen Tsing Interchange for provision of a segregated lane to Tsing Yi (Mr TAM Hoi-pong);
- (10) he enquired about the data of the road traffic at the junction of Hoi Hing Road and Tuen Mun Road (Tuen Mun bound) where vehicles would turn left to Tuen Mun Road. He asked because most motorists at present would turn to Tsuen Wan or Kowloon respectively at the second or third junction. If the aforesaid junction was converted to a segregated lane, all vehicles travelling to Tsuen Wan would use the middle lane and result in increased traffic congestion (Mr CHENG Chit-pun);

- (11) he enquired about the lane arrangement of the link road on Tsuen Wan Road (Kowloon bound). In his opinion, changing road markings alone could not tackle the traffic congestion problem at the said site if the existing carriageway was not extended or an additional lane was not provided (Mr CHENG Chit-pun);
- (12) he enquired whether the HyD would consider making optimal use of the unfinished flyover on Texaco Road to divert the traffic flow in Tsuen Wan (Mr CHENG Chit-pun); and
- (13) he said that many vehicles travelled along Tsing Tsuen Road, Tsuen Wan Road and Kwai Fuk Road for access to the roundabout at Texaco Road, causing serious traffic congestion in the industrial area of Tsuen Wan. The vehicular queues might even extend to Cheung Fat Estate in Tsing Yi before and after the holidays. He enquired about the data of road traffic on Tsing Tsuen Road and suggested optimising the traffic planning in the industrial area of Tsuen Wan (Mr CHAN Sung-ip).

20. Sr Engr/Tuen Mun Road of the HyD responded that the areas marked by red lines on the plans at the annex and in the PowerPoint presentation materials were the boundaries of works areas for the first and second phases of construction under the Tsuen Wan Bypass project in the initial assessment. The HyD was conducting a transport consultancy study and would appoint a civil engineering consultant in due course for further study. Therefore, the proposed works areas might be amended in the light of the new study and design prepared by the civil engineering consultant. Regarding the proposed traffic improvements to Tsuen Tsing Interchange, the HyD had been negotiating with the Environmental Protection Department (EPD) in the past three months and had reached an agreement that an environmental impact assessment (EIA) report was not needed for the project. However, if the widening of the link road connecting Tsuen Wan Road (Tuen Mun bound) and the roundabout was required, it would be necessary to cut part of the slope and conduct an EIA to ensure unobstructed vision by motorists using the road, thereby resulting in extension of the works period. Regarding the early implementation of the Interchange works, the HyD pointed out that although the project was arranged to commence in 2019, it had already carried out some parts of the preliminary preparatory works by carrying out trial pit excavation for ground investigation of underground pipelines. A relatively long period of time would also be required for carrying out other preparatory works including application for excavation permit, preparation of traffic control arrangements and assessment of tree relocation, etc. In the meantime, the HyD might need to apply to the EPD for a Construction Noise Permit, which would allow part of the works to be carried out during off-peak hours or even at night for minimising the impact on traffic in the area. Regarding the statistical and forecast data of traffic flow on Tsuen Wan Road during peak hours, the data in 2016 provided by the HyD was prepared by the consultants before and after the National Day holidays that year, while the data in 2014 and 2015 were submitted by the TD. Without removing the widening of Tsuen Wan Road at the section between Tsuen Tsing Interchange and Tuen Mun Road, the HyD accorded priority to the first phase of the project in the light of the urgency of the project as shown in the findings of the

consultancy report only. The HyD would also follow up the second phase of the project in a timely manner having taken account of the traffic condition. Moreover, the HyD had taken note of Members' request and would submit the plans promptly in future for Members' perusal. Regarding the objections to the provision of a segregated lane to Tsing Yi, it was believed that temporary traffic diversion had been arranged for implementation of works on the verge of the link road, according to the limited information available. In those years, the traffic flow of vehicles turning left at the said site for Tsing Yi was less heavy and there was only one junction available for motorists to travel to the roundabout at Tsuen Tsing Interchange. However, under the proposed widening of a segregated lane for travelling to Tsing Yi, there would be two lanes for access to the roundabout and one lane for turning left, and the riding surface of the lane would be expanded correspondingly. All these would help improve the traffic situation there and enhance the traffic safety at the roundabout. According to the consultancy report, there were 200 U-turn movements on Tai Chung Road southbound. The HyD would provide supplementary data of road traffic regarding vehicles turning left from Tai Chung Road Interchange and Hoi Hing Road to Tuen Mun Road after the meeting. Regarding the control method of the traffic light signals on Texaco Road, cycle of the traffic light signals was shortened after adjustment, effectively improving the traffic at the junction. Regarding the data of vehicular flow on Texaco Road, the consultancy report showed that about 40% of the total traffic was the right-turning vehicular flow from Yeung Uk Road eastbound to Texaco Road southbound and about 18% was the vehicular flow from Texaco Road southbound to Tsing Tsuen Road via Tsuen Tsing Interchange.

(Note: Mr MAN Yu-ming left the meeting at 4:07 p.m. Ms LAM Yuen-pun, Phyllis joined the meeting at 4:10 p.m.)

21. Engr/Tsuen Wan 1 of the TD responded that the unfinished flyover on Texaco Road was reserved to cope with the traffic growth of the flyover in future. The existing single two-lane road would be widened to a dual two-lane road to ease the traffic between New Territories East and Tsing Yi/Tung Chung/Hong Kong International Airport via Shing Mun Tunnels. The TD had been monitoring the traffic flow of the flyover and, without affecting its original uses, the TD would explore other feasible alternatives to alleviate the congestion at areas around Tsuen Tsing Interchange. As the traffic flow from Texaco Road southbound to Tsuen Tsing Interchange was not heavy, the TD would arrange for studying the need to connect the unfinished flyover on Texaco Road to the at grade road southbound.

22. Engr 1/Castle Peak Road of the HyD responded that many motorists would compete for lane switching at the place where they could turn left for Tsuen Wan Road. Therefore, the HyD would rearrange the road markings on the lanes to divert vehicular traffic.

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

- (1) he said that the HyD originally planned to complete the first phase of construction of Tsuen Wan Bypass south to Tsuen Tsing Interchange by

2026. So, he could hardly accept the fact that the works of Tai Chung Road (such as construction of noise barrier and the approach road connecting Belvedere Garden to Tsuen Wan Road, etc.) would be completed after 2026 or 2027 (Mr WONG Wai-kit);
- (2) he opined that the information provided by the HyD was not much different from that in the paper submitted for the last meeting. He supported the provision of a lane on Tai Chung Road to facilitate U-turn movement of vehicles. However, he pointed out that the provision of a segregated left turn lane to Tsing Yi and a segregated lane to Tuen Mun would result in heavier use of the middle lane by vehicles. While the vehicular flow to Tsing Yi would be smoother, the traffic at Tsuen Tsing Interchange would be more congested. He would rather adopt the method of cutting the slope for provision of an additional lane. The HyD should provide data of the left-turn traffic flow from Tai Chung Road to Tuen Mun Road to enable Members to understand whether it was appropriate to provide a segregated lane and whether it would make the congestion of the Kowloon-bound traffic more serious (Mr WONG Wai-kit);
  - (3) she said that the population in Tsuen Wan grew rapidly and traffic pressure was ever-increasing. With the works period being too long, the amended traffic improvement plan could not immediately alleviate the traffic congestion problem in the district. She hoped that the HyD could commence the project early. Moreover, she pointed out that the proposals were only stopgap measures and hoped that the HyD would explore long-term improvement measures. (Ms LAM, Lam Nixie);
  - (4) she said that the traffic congestion in Tsuen Wan was also one of the factors causing traffic congestion at Tsuen Kam Interchange. However, the long-term improvement measures would be implemented only after 2027. She found it unacceptable and hoped the HyD would study the formulation of long-term improvement measures as soon as possible (Ms LAM Yuen-pun, Phyllis);
  - (5) he hoped that the HyD would give a detailed explanation of the parameters indicating the saturation of vehicular flow on Tsuen Wan Road and the relationships among the related sets of data, and would explain in detail the widening of Tsuen Wan Road and the works schedule to meet the increasing traffic demand caused by the progressive occupation of the private housing estates (the Hon CHAN Han-pan, Ben);
  - (6) he enquired about the data of the traffic flow from Yeung Uk Road to Tsing Yi. He suggested extending the unfinished flyover on Texaco Road to the at grade road, diverting the vehicular traffic from Yeung Uk Road to Tsing Yi via Tsuen Tsing Interchange, thus reducing the traffic flow at Tsuen Tsing Interchange (the Hon CHAN Han-pan, Ben);
  - (7) he opined that there was nothing new in the paper submitted by the HyD and the data set out therein was not clear. He suggested that the HyD should clearly explain how the traffic improvement plan would effectively

- address the traffic problems in Tsuen Wan District before Members held in-depth discussion on it (Mr CHOW Ping-tim);
- (8) he indicated that some other flexible and innovative proposals might be considered such as relocation of the tree belt in the centre of Tsuen Tsing Interchange and construction of flyover to divert vehicular flow (Mr CHOW Ping-tim);
  - (9) he held that the HyD should make clear the proportions of the vehicular flow on Texaco Road turning left, travelling straight and turning right, avoiding an aggravated traffic congestion upon provision of a segregated left turn lane (Mr TAM Hoi-pong);
  - (10) he asked the HyD to submit a proposal of traffic signal control on Texaco Road to enable Members to assess whether the traffic condition could be improved there (Mr TAM Hoi-pong);
  - (11) he asked the HyD to explain why it was necessary to remove the rock slope and prepare an EIA report if the junction from Tuen Mun to the roundabout at Tsuen Wan Road was to be widened. He also asked the HyD to provide the data of vehicular flow turning left and travelling straight there (Mr TAM Hoi-pong);
  - (12) he enquired about the arrangement for appointing a civil engineering consultant and whether the proposed traffic improvement plan would not be included in the first phase of the project. He was also concerned about whether Members' views on the segregated left turn lane on Hoi Hing Road and the study on connecting Texaco Road to Tsing Tsuen Road would hinder the progress of appointing a civil engineering consultant by the HyD (the Chairman); and
  - (13) he suggested that the HyD should first carry out the works items that were less controversial and subsequently submit the data of vehicular flow from Texaco Road to Tsing Tsuen Road for Members to discuss whether it was appropriate to implement the project (the Chairman).

(Note: Mr LI Hung-por left the meeting at 4:40 p.m.)

24. Sr Engr/Tuen Mun Road of the HyD responded as follows:

- (1) the HyD launched the transport consultancy study in late 2016, aiming to review and to give advice on the traffic condition of Tsuen Wan Road and the associated junction. However, the HyD still needed to appoint a civil engineering consultant to carry out the overall study, design and construction of the Tsuen Wan Bypass project;
- (2) the HyD had not shelved the second phase of the Tsuen Wan Bypass project, but it had to closely monitor the traffic condition of each section on Tsuen Wan Road with the TD and to conduct a timely review of the progress of the second phase of the project. The HyD accorded priority to implement the first phase of construction simply because of the urgency of works shown in the consultancy report. Such arrangement was not affected by any individual District Councils (DCs);

- (3) the anticipated construction programme of the timetable for project implementation was between 2018 and 2021, but the HyD had already carried out preliminary preparatory works including ground investigation of buried facilities and assessment of tree relocation in order to confirm the location of the buried facilities and their impact on the improvement works. Nevertheless, the HyD would review the timetable during implementation of the works with a view to commencing the construction as early as possible. To avoid affecting traffic condition by implementing temporary traffic diversion arrangements at different interchanges and junctions in Tsuen Wan at the same time, the HyD would formulate the proposed timetable for project implementation according to the urgency of individual traffic improvement projects, time required for the works, complexity of the works, need for preliminary preparatory works, temporary traffic management measures, mutual effect with the planned project at adjacent sites, cumulative traffic impact and remaining capacity of the road junction concerned, etc. It would strive for early commencement of the project where conditions permitted;
- (4) when the timetable for project implementation of the first phase of Tsuen Wan Bypass was under formulation, the perspective from traffic forecasts had already been considered. However, the actual date of completion would be affected by factors such as environmental assessment, allocation of resource, gazettal, findings of civil engineering studies, as well as complexity and scope of the revised works, etc. After obtaining the support from Members to the proposed project, the HyD and the TD would take an active role in planning for implementing the works in the first phase with a view to appointing a civil engineering consultant as soon as possible for conducting the study;
- (5) removal of rock slope was not required in the existing improvement proposal of Tsuen Tsing Interchange, and therefore an EIA for implementation of the project concerned was unnecessary. But if part of the slope was to be removed and an EIA conducted, the completion time of the revised project would be longer than that of the existing proposal;
- (6) the HyD hoped that the first phase of the Tsuen Wan Bypass project and improvement works to three interchanges and junctions would be carried out expeditiously to ease the relatively heavy traffic at the interchanges and junctions in the district;
- (7) the factor regarding time sequence of residential intake of the new private residential developments in the vicinity had been included in the traffic flow data on Tsuen Wan Road. The HyD planned to appoint a civil engineering consultant for implementation of an EIA for the project. If the provision of new roads would affect the housing estates in the vicinity, the HyD would adopt appropriate noise mitigation measures where necessary;
- (8) since the previous consultancy study of the Civil Engineering and Development Department (CEDD) had been conducted for some time, the report concerned could not reflect the latest data. Therefore, the HyD

would study whether it was necessary to revise the design plans and details of the first phase of the project only after the proposal, traffic data and planning parameters had been reviewed by the civil engineering consultant to be appointed by the HyD;

- (9) as widening had to be carried out on Texaco Road northbound lanes, it might affect some of the underground pipelines. The HyD had started the advance works of the ground investigation of buried facilities. It could draw up the works schedule and process only after the findings of the ground investigation had been confirmed;
- (10) the HyD and the TD could provide the methods of controlling traffic light signal after the meeting for Members' reference;
- (11) the projects involving three interchanges proposed by the HyD were not under the first phase of the Tsuen Wan Bypass project. As it would take time to implement the first phase of construction, the HyD proposed to follow the traffic consultant's suggestion by improving the traffic conditions of the three interchanges and junctions first; and
- (12) under the improvement plan of Tsuen Tsing Interchange, the roads and lanes at the roundabout would be widened, which could help reduce traffic congestion at the interchange. The HyD would submit traffic flow data of Tsuen Tsing Interchange before the next meeting for Members' reference. Moreover, traffic improvements to the three interchanges and junctions could be implemented separately.

25. Engr 1/Castle Peak Road of the HyD responded that, the traffic flow turning left and bound for Tuen Mun at Tai Chung Road Interchange and Hoi Hing Road accounted for 10% of the total traffic flow; the traffic flow turning left at Tsuen Tsing Interchange and Texaco Road southbound accounted for about 60%, and the traffic flow moving forward on Texaco Road accounted for about 40%. The HyD would submit data of other junctions after the meeting.

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

- (1) he suggested providing an additional lane at Tsuen Tsing Interchange as a segregated lane for vehicles travelling to Tsing Yi (the Vice Chairman);
- (2) he said that as the traffic flow turning left and bound for Tuen Mun on Hoi Hing Road was only 10%, he opposed the provision of a segregated lane. Otherwise, it would force the remaining 90% of vehicles to use the middle and third lanes, making it more difficult for other vehicles to enter the roundabout (Mr CHENG Chit-pun);
- (3) he said that as the traffic flow turning left and bound for Tuen Mun on Hoi Hing Road accounted for only 10% of the total traffic flow, he had reservations about the provision of a segregated lane. Except for the proposed provision of a U-turn slip-road on Tai Chung Road, Members objected to all other proposals. Therefore, he suggested that the projects should be commenced only after reaching a consensus at the meeting (Mr WONG Wai-kit);

- (4) he suggested establishing a non-standing working group for discussion with the HyD, the TD, the CEDD, the EPD and the departments concerned on traffic review and improvement plans for Tsuen Wan Road and the associated junctions (the Hon CHAN Han-pan, Ben);
- (5) he did not object to the appointment of a civil engineering consultant by the HyD for preparing a consultancy report, He supported the establishment of a working group for in-depth discussion on the relevant items and opined that the date of meeting should be decided as soon as possible (Mr CHOW Ping-tim);
- (6) he said that all proposals could not be endorsed immediately on that day except the proposed provision of a U-turn slip-road on Tai Chung Road, and proposed to discuss them again in due course (Mr TAM Hoi-pong);
- (7) he asked the TD to submit a proposal regarding the provision of a flyover connecting the unfinished flyover on Texaco Road to a roundabout in Sha Tin (the Chairman); and
- (8) he pointed out that the TD had proposed measures in the long, medium and short term to improve the traffic conditions of a few roundabouts in Tsuen Wan indeed. However, owing to the constraints of discussion time and information provided, Members could not have a full picture of the project details and process. He therefore suggested that a non-standing working group should be established to for discussion with the departments concerned on these matters to expedite the project progress (the Chairman).

27. After discussion, Members agreed to establish the Working Group on Traffic Review and Improvement Plans for Tsuen Wan Road and Associated Junctions (Non-standing Working Group). Mr LO Siu-kit would serve as the convenor for a term of eight months. The working group was formed to follow up on traffic review and improvement plans for Tsuen Wan Road and respective works and to advise government departments on these matters.

28. The Chairman concluded that the Secretariat would invite Members to join the working group in writing after the meeting.

(Post-meeting note: The Secretariat invited Members to join the Working Group on Traffic Review and Improvement Plans for Tsuen Wan Road and Associated Junctions (Non-standing Working Group) in writing on 10 November 2017. The Membership List was set out at Annex 1.)

#### VI Item 5: Request to Improve the Service Standard of 962B and Provide X962B for Relieving Passenger Flow

(T&TC Paper No. 36/17-18)

29. The Chairman said that the paper was submitted by Mr NG Hin-lung, Norris. He also introduced Mr LEE Kin-lok, Manager (Public Affairs) of the New World First Bus Services Limited (NWFB) and Mr LAM Chi-keung, Assistant Manager

(Operations 2) of the Citybus Limited (CTB). Moreover, the Secretariat had received the written reply of the CTB before the meeting and had distributed it to Members for perusal.

30. Mr NG Hin-lung, Norris introduced the paper.

31. Assistant Manager (Operations 2) of the CTB responded that in addition to the regular trips of Route No. 962B departing from Chi Lok Fa Yuen in Tuen Mun, the CTB would also operate special trips for this route departing from Tsing Lung Tau during morning peak hours, operating at up to 5-minute intervals and having an average passenger volume of more than 70%. Being affected by the boarding speed of passengers and actual traffic condition, the intervals of some departures might be prolonged and the buses might be fully loaded. Even so, the next bus would arrive within one or two minutes and would be able to meet the passenger demand. The CTB had deployed staff to maintain for and assist passengers in boarding at the bus stop at Rhine Garden, and had made adjustment to the frequency of service as far as possible. To facilitate the commutation of residents in Sham Tseng to go to Hong Kong Island for work and for school, it had arranged for a special departure at 6:20 a.m. from Tsing Lung Tau. The CTB would review the arrangements for the special departure and consider advancing the departure time of the first trip of Route No. 962B from Tuen Mun if appropriate. The occupancy rate of the first trip of Route No. 962B departing from Causeway Bay was about 20%, indicating that the service could meet the passenger demand. The CTB would closely monitor the travel pattern of passengers to conduct timely reviews. Regarding the suggestion of splitting the bus route, the data of passenger volume showed that the destinations of most of the passengers travelling by Route No. 962B in the morning were the Central MTR Station or Admiralty MTR Station. Less than 10% of passengers would transfer to Wan Chai or Causeway Bay. Owing to the limited resources provided for services in morning peak hours, buses operating Route No. 962B would, upon arrival at the bus terminus, immediately return to the New Territories for service provision heading to Hong Kong Island in the remaining period of the peak hours. Therefore, the existing arrangement had met the passenger demand. The CTB noted Members' suggestion of splitting the route and would examine the necessity of the suggestion when there were changes in passenger volume and travel pattern. Regarding the suggestion of re-routeing the return trip of Route No. 962B, it was suggested that buses arriving Pottinger Street should change to travel to the Western Harbour Crossing via the flyover on Connaught Road West. The occupancy rate of the return trip travelling from Causeway Bay to Central of Route No. 962B was about 50%. Splitting the route might not be effective in resource utilisation. On the contrary, it would result in even lower frequency of the subsequent trips. The CTB had noted Members' proposal of splitting the bus route and would study the feasibility at an appropriate time. Regarding the relieving of serious traffic congestion, the CTB would liaise with the TD's Emergency Transport Co-ordination Centre (ETCC), monitor the real-time traffic condition and arrange re-routeing of buses to Stonecutters Bridge for avoidance of travelling along the congested junctions. The CTB would

also review the notification mechanism and provide timely solutions to minimise the impact on passengers.

32. Senior Transport Officer/Tsuen Wan (Sr Transp Offr/Tsuen Wan) of the TD responded that the TD had been monitoring the service standard of Route No. 962B. The findings of the survey conducted by the TD at Rhine Garden from 7:00 a.m. to 9:00 a.m. in mid-September 2017 showed that the average waiting time of passengers was about 2.8 to 5.5 minutes. The route was actually operated at quite high frequency. There were occasionally cases where passengers did not board the bus, but the fact was that they chose to wait for the next bus although there was still spare capacity for the previous one. The TD would review the bus schedule with the bus company, hoping to improve the service standard by adjusting the departure time of each trip. Given the resource constraints, route extension or splitting would affect the existing frequencies and passengers. The TD therefore had to study the proposal carefully with the bus company, hoping to improve bus services through optimal use of resources. In the case of traffic congestion, the TD's ETCC and the bus company would maintain close liaison to solve the problem.

(Note: Mr CHOW Ping-tim left the meeting at 5:25 p.m.)

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

- (1) he said that two to three large and small housing estates would be completed along Castle Peak Road in future. He hoped that the TD would take the housing estates along Castle Peak Road (Tuen Mun bound) into account when planning for bus routes in future so as to pursue more appropriate traffic planning to avoid traffic congestion (the Vice Chairman);
- (2) he pointed out that the peak for passengers travelling by Route No. 962B was between 7:00 a.m. and 8:30 a.m. He opined that the passenger volume survey carried out by the CTB from 6:15 a.m. to 9:00 a.m. could not objectively reflect the actual passenger volume of Route No. 962B. Buses operating this route would be fully loaded at certain times. Services of private minibus and residents' coach (RC) being operated by coach operators and plying the routes for Wan Chai and Causeway Bay were already provided in Sham Tseng at present, showing evidence that residents had a strong demand for the bus service concerned. He hoped that the bus company would provide additional resource for operating special departures for Wan Chai and Causeway Bay( Mr CHENG Chit-pun);
- (3) he said that, with the commissioning of Central - Wan Chai Bypass soon, the CTB should actively consider the proposal of extending the routeing of Route No. 962B to Wan Chai and Causeway Bay. Even if there was no allocation of additional resources, trial run of the proposed routeing could still be operated at special departures to enable residents in Tsuen Wan to travel directly to Wan Chai and Causeway Bay (Mr TAM Hoi-pong);

- (4) he enquired about the journey time of Route No. 962B by re-routeing to travel via Stonecutters Bridge and asked the TD to study whether route truncation and frequency improvement could be achieved through re-routeing via Stonecutters Bridge (Mr LAM Faat-kang);
- (5) he said that the data had demonstrated the need for additional resource allocation and frequency improvement of Route No. 962B (Mr WONG Wai-kit);
- (6) he said that according to the TD's standard, if a bus having 100 seats were almost fully occupied and there were 10 standees on the lower deck, the occupancy rate was 70%. According to the annex submitted by Members, the seats of buses of No. 962B were fully occupied and there were 38 standees on the lower deck, with some passengers even had to stand near the exit due to the crowded condition. This reflected that the existing bus service was unable to meet the passenger demand. He therefore asked for an immediate frequency increase. He also hoped that the CTB would consider providing Route No. X962B plying between Tsuen Wan and Tuen Mun to meet the demand of the increased population (Mr NG Hin-lung, Norris);
- (7) he clarified that he did not propose to completely split Route No. 962B into two routes. He only suggested that buses of special trips and regular trips departed during the peak hours and arrived at Queen Street at the same time should travel on different routes. The proposal should be implemented only when the waiting time of the passengers was not affected (Mr NG Hin-lung, Norris);
- (8) he said that, according to the data of interchanging pattern provided by the CTB, not too many passengers would transfer to Wan Chai and Causeway Bay. Actually, many passengers preferred to travel by RCs of private operators or minibuses for direct access to these destinations. The data of return trip reflected that 50% of passengers boarded the buses in Central or Admiralty. It could be seen that there was a considerable potential passenger volume and the passenger demand for travelling from Tsuen Wan to Wan Chai and Causeway Bay should not be neglected (Mr NG Hin-lung, Norris); and
- (9) he said since it would take some time to discuss the commissioning of Route No. 962E with other DCs, he suggested that the TD should allocate additional resources to Route No. 962B and prepare the Bus Route Planning Programme 2018-2019 of Tsuen Wan District (BRPP) as soon as possible to tie in with the Central - Wan Chai Bypass works (Mr CHENG Chit-pun).

34. Assistant Manager (Operations 2) of the CTB responded that the occupancy rate of 75% of Route No. 962B was calculated by the CTB according to the hourly maximum average occupancy rate obtained between 6:00 a.m. and 9:00 a.m. during the morning peak hours. Owing to the difference in some departure intervals for whatever reason, some buses were fully packed with passengers when arriving at the bus stop. Although some passengers might not be able to board the bus, they

would most likely get on the next bus with spare carrying capacity. The data had reflected the above situation. Regarding the proposal of extending Route No. 962B to Wan Chai and Causeway Bay, the CTB noted that passenger might use other modes of transport to go to these districts. However, as reflected by the data, most passengers travelling in the morning would have alighted before they had arrived at the Admiralty MTR Station. In addition, buses of Route No. 962B had to, upon arrival at the bus terminus, immediately return to the New Territories for service provision heading to Hong Kong Island in the remaining period of the peak hours. Such being the case, the existing arrangement could meet the passenger demand. Nevertheless, the CTB would closely monitor the changes in the travel pattern and study the feasibility of splitting the bus route concerned subject to demand. Regarding the journey time required for re-routeing via the Stonecutters Bridge, there might be slight difference in the journey time of some trips due to the road conditions of individual tunnels. However, under normal circumstances, the journey time after re-routeing via the Stonecutters Bridge was largely the same as that for travelling to the Western Harbour Crossing via Cheung Tsing Tunnel and Nam Wan Tunnel. The CTB would continue to keep an eye on the road conditions and maintain close liaison with the TD's ETCC for implementing diversion of traffic during emergency to minimise the impact on bus frequencies. Regarding the occupancy rate of the return trip travelling from Causeway Bay to Central by buses of Route No. 962B was about 50%. The passengers included those who worked in these districts and those who went to Wan Chai and Causeway Bay for various reasons. As the passenger volume in the evening and at night was not so concentrated as that in the morning, the data collected in the morning regarding the pattern of interchange might therefore have some deviations. The CTB would continue to pay attention to the changes in passenger volume and split Route No. 962B where conditions permitted. The CTB would also closely monitor the development and change in passenger volume of Sham Tseng. It noted Members' views on BRPP, and would actively follow them up with the TD and the relevant DCs to work out the viable proposals of BRPP.

35. Sr Transp Offr/Tsuen Wan of the TD responded that the TD would continue to closely monitor the passenger demand of Route No. 962B and would maintain close liaison with the CTB to enhance the service standard.

36. The Chairman concluded that the TD and the NWFB/CTB had taken note of the urgency of improving the service standard of Route No. 962B and adding Route No. X962B. He hoped that the TD and the CTB would actively study the views raised by Members.

VII Item 6: Request to Improve the Safe Crossing Facilities at Lei Muk Shue Estate  
(T&TC Paper No. 37/17-18)

37. The Chairman said that the paper was submitted by the Vice Chairman and Mr CHAN Yuen-sum, Sumly. He also introduced Mr WONG Kin-chung, Property Service Manager/S (WTT) 4 (Property Service Mgr/S (WTT) 4) of the Housing Department (HD).

38. The Vice Chairman and Mr CHAN Yuen-sum, Sumly introduced the paper.
39. Property Service Mgr/S (WTT) 4 of the HD responded that the HD did not object to the proposed provision of a signal-controlled pedestrian crossing outside Lei Muk Shue estate to enable pedestrians to cross Wo Yi Hop Road. As there was only one vehicular access in Lei Muk Shue Estate after redevelopment, traffic congestion would occur occasionally during peak hours. For this reason, the HD would study the feasibility of changing the movement of vehicles at the access point from “one in, one out” to “one in, two out”. It would also plan to replace the existing Octopus processor having only one reader installed at the gate with one having two readers in due course, so as to reduce the inconvenience caused by breakdown of readers and shorten the time of motorists for entrance by using the machine with one reader only.
40. Engineer/Tsuen Wan 2 (Engr/Tsuen Wan 2) of the TD responded that the TD would actively study the proposed provision of a signal-controlled pedestrian crossing.
41. In conclusion, the Chairman hoped that the HD and the TD would adopt Members’ proposal to rationalise the traffic in the district.

VIII Item 7: The Problem of Low Frequency of Bus Services and Cancellation of Frequency of Ferry Services in Ma Wan

Item 10: Request to Improve the Transport and Subsidy Scheme for Ma Wan (T&TC Paper Nos. 38/17-18 and 41/17-18)

42. The Chairman said that Mr TAM Hoi-pong and The Hon CHAN Han-pan, Ben had submitted papers on Item 7 and Item 10 respectively. The two items of the agenda were discussed together because of their relevance. He introduced the following representatives of the TD and the Park Island Transport Company Limited (PITCL):

- (1) Ms YUEN Miu-chun, Christine, Senior Transport Officer/Planning/Ferry 1 (Sr Transp Offr/Planning/Ferry 1) of the TD;
- (2) Mr CHEUNG Yu-chik, General Manager of the PITCL; and
- (3) Mr CHEUNG Kwok-ping, Manager (Ferry Operation) of the PITCL.

Besides, the Secretariat had received the written replies from the PITCL and the Labour and Welfare Bureau prior to the meeting and had distributed for Members’ perusal.

43. The Hon CHAN Han-pan, Ben introduced the paper. He also reported that, according to an email from the public received on 8 October 2018, Green Sense founded by Mr TAM Hoi-pong had received a donation from large developers including the Sun Hung Kai Properties Limited (SHK). He hoped that Mr TAM Hoi-pong would declare interests about his relationship with the PITCL, a subsidiary of the SHK, according to Appendix VIII (9) to Order 48 of Standing Orders.

(Note: Mr CHAN Yuen-sum, Sumly, Mr FONG Yun-fat and Mr WONG Fah-man left the meeting at 6:15 p.m.)

44. Mr TAM Hoi-pong introduced the paper.
45. The views and enquiries of Members were summarised as follows:
- (1) he said that Members received an e-mail from the public on 8 October 2018. It stated that Green Sense, which was founded by Mr TAM Hoi-pong, received donations from large developers including the SHK, thereby giving rise to public suspicion of conflict of interest. He hoped that Mr TAM Hoi-pong would declare his interest with the PITCL, which was a subsidiary of the SHK. He said that a declaration mechanism had been provided for all DCs. Even a Member who held the post of an unpaid director of an organisation might be required to withdraw from a meeting when an item related to such organisation was discussed. Even a Member who held the post of an honorary executive director should be treated as an unpaid chairman or director and should declare interests. In the paper submitted by the Member concerned, it was suggested that the Government should subsidise the two loss-making ferry routes operated by the PITCL. The Member was supposed to make a declaration of interest to avoid any perceived conflict of interest, which was the obligation of a Member. If a consensus could not be reached in regard to the declaration of interest concerned, the item should be referred to the Chairman of the T&TC for handling (the Hon CHAN Han-pan, Ben);
  - (2) she indicated that, according to Appendix VIII to Order 48(9) of Standing Orders, “If a member of the Council or its committees has any direct personal or pecuniary interest in any matter under consideration by the Council or its committees, he or she must, after he or she has become aware of it, disclose such to the Council or its committees prior to the discussion of the item.” As reported by the mass media on 9 October 2016, Mr TAM Hoi-pong had admitted that he had received donations from the developers concerned. She therefore hoped that Mr TAM Hoi-pong could make such declaration (Ms LAM, Lam Nixie);
  - (3) he said that the third point in the paper proposed by Mr TAM Hoi-pong was “how the Government could help these two loss-making ferry routes”. It could very easily lead to misunderstanding that the T&TC under the Tsuen Wan District Council (TWDC) requested government departments to subsidise the company concerned. He therefore suggested that the third point should not be discussed at the meeting (Mr LAM Faat-kang); and
  - (4) he opined that it was the responsibility of a Member to declare one’s interests related to other organisations. The Committee would decide whether it was necessary to make a written record about this. It would also refer the case to the Chairman to decide if such Member could stay in the meeting but remain silent or could participate in the discussion on the item concerned (Mr WONG Wai-kit).

46. Mr TAM Hoi-pong responded that Green Sense would receive donations from the commercial sector (except fur and tobacco companies) without any preconditions. However, after he was elected as a District Member, he had changed to a work in Green Sense in the capacity as a voluntary worker without obtaining any pecuniary interest and constituting any conflict of interest. He would also monitor the performance of large companies. As he had already made a verbal response to the allegation, it was unnecessary for him to make a declaration about this. He hoped that the declaration mechanism was non-discriminatory. If he was required to declare his capacity as a voluntary worker, then all Members had to declare at each meeting their interests in respect of their membership or honorary membership of organisations they belonged to. Members should discuss the criteria for making declarations of interest in the Finance and In-house Working Group when necessary.

47. The Chairman said Mr TAM Hoi-pong had clearly stated his capacity as a voluntary worker in Green Sense after he was elected as a District Councillor without obtaining any pecuniary interest from the organisation. He would also monitor the performance of the companies instead of defending their interests. He opined that this did not constitute any conflicts of interest. Mr TAM Hoi-pong had given his verbal response to the enquiries at the Committee. The Secretariat had put his response on record and would upload the relevant minutes onto the website of the TWDC for public inspection. Therefore, according to the decision made for the declaration of interest, Mr TAM Hoi-pong could continue to submit a discussion paper to monitor the service standard of the PITCL. The two agenda items were discussed together because they had both mentioned the need of subsidising the PITCL by the TD. The information provided in the relevant emails and mass media reports was yet to substantiate, and the Committee would not cancel the discussion simply because of one-sided claims.

48. Sr Transp Offr/Planning/Ferry 1 of the TD responded that the PITCL had provided a summary of the service cancellation of the two ferry routes concerned in the past six months before the meeting and had distributed the information to Members for reference. The cancellation of ferry service by the PITCL was mainly due to the implementation of marine traffic control measures on Victoria Harbour for fireworks display, adverse weather, arrangement for annual survey and vessel breakdowns. The TD was concerned about the cancellation of many ferry trips by the PITCL from August to October 2017 and had requested the PITCL to explain and follow up on this. The PITCL had also reported that a total of 47 trips of ferry service in Ma Wan had been cancelled due to vessel breakdowns in the past six months, representing 0.46% of the total trips related to the Central and Tsuen Wan ferry services. About 80% of the trips cancelled due to vessel breakdowns (i.e. 37 trips in total) were due to the fact that some of the four regular vessels of the PITCL were arranged for survey on slip or involved in incidental and unforeseen vessel breakdowns in mid-August 2017. As a result, some trips of the ferry service to Central operated by the PITCL were also affected and the ferry service to Tsuen Wan had to be suspended. To cope with the situation, the PITCL hired from the contract operator spare vessels to maintain ferry services and arranged for temporary bus

services to carry passengers from Ma Wan to Central and Tsuen Wan. The TD held a meeting concerning the cancellation of ferry service with the management of the PITCL to remind it of the requirement to provide ferry service according to the approved schedule of service, and review the arrangement for annual survey and maintenance of the fleet with a view to minimising the impact of annual survey or vessel breakdown on provision of ferry services. The PITCL should also examine the arrangement for rental of spare vessels with the relevant contract operators so that back-up vessels could be arranged for prompt service provision when necessary and passengers would be given timely notification of the relevant arrangements. The findings of a spot check conducted on the two ferry routes concerned by the TD in October 2017 showed that the operation of the PITCL was compliant with the approved schedule of service and cancellation of ferry trips did not recur. The TD would continue to monitor the services provided by the PITCL and make improvements where necessary. During the next mid-term review to be held in the first half of 2019, the Government would examine whether provision of the Special Helping Measures (SHMs) was the most desirable long-term operation mode to maintain the financial viability of ferry operators. The study areas included an in-depth study on the feasibility of extending the licence period and making full subsidy to ferry operators for replacement of new vessels. The objective was to ensure enhanced quality, financial sustainability and reasonable fare level of ferry services. Except for the six major outlying island ferry routes, the other eight outlying islands ferry routes such as “Ma Wan - Central” and “Ma Wan - Tsuen Wan” routes were not subsidised by the SHMs. To extend the coverage of the SHMs to these eight outlying islands ferry routes, the TD would conduct an in-depth study on a series of factors, including the principle of proper use of public funds, availability of public transport services as alternatives to each of the eight ferry routes, different operating conditions of the eight ferry routes (for example, some routes were operated to meet the demand for service from the new residential developments in those years), financial situation (some routes were operating at a loss but some with a relatively sound financial position at present) and passenger volume, etc.

49. Manager (Ferry Operation) of the PITCL responded that regarding the number of cancellation of ferry services for Ma Wan, the PITCL had not cancelled any ferry trips from May to July 2017 except for reasons of typhoons. From August to October 2017, the cancellation of trips of ferry services was mainly caused by annual survey of vessels and vessel-breakdowns. The annual survey of the vessel Park Island 3 commenced in June 2017 and was originally scheduled for completion in mid-July 2017. However, as advised by the contractor, the completion of the survey was postponed to mid-August 2017 because of mechanical problems. Park Island 7 was required to carry out an annual survey on the relevant deadline in early August 2017, and the PITCL had immediately hired two spare vessels from the contract operator to maintain the routine ferry service. Park Island 8 hit an unidentified object when it was on its way to Central on 12 August 2017. As immediate repair for the vessel was required, the PITCL had to hire three spare vessels daily to maintain the ferry service. The PITCL had cancelled 37 out of 1 838 trips of ferry services in August 2017. It had compensated 36 cancelled trips by arranging additional provision of

temporary bus service to carry residents from Ma Wan to Central and Tsuen Wan. In September 2017, two vessels were still under maintenance. The PITCL therefore had cancelled 4 out of the 1 746 trips of ferry services provided. In addition, one of the hired vessels from the Hong Kong and Kowloon Ferry Limited had to return to the base punctually for repair at its return trip in the morning. Consequently, the return trips of ferry service departing from Central at 9:15 a.m. on 7, 8, 11 and 20 September 2017 were cancelled, affecting about two to three passengers per day and representing 0.23% of the total trips provided in that month. In October 2017, the PITCL had cancelled 6 trips of ferry services, representing 0.44% of the total trips provided in the month. Two cancellations were the return trips that should have departed at 9:15 a.m. on 4 October 2017 and at 9:30 a.m. on 10 October 2017. There was breakdown for all the four vessels under the PITCL on 16 October 2018. Passengers of the departures at 7:45 a.m. and 8:45 a.m. were delayed but were able to take the next trips departing at 8:00 a.m. and 9:00 a.m. respectively, achieving an occupancy rate of 80% and 40% respectively. From May to November 2017, the company had cancelled 47 trips of ferry services due to maintenance of vessels, mechanical failure, and failure of hired spare vessels as replacement, etc., representing 0.46% of the total trips of 10 252 provided during this period. The company had made arrangement with the shipyards to carry out annual survey for its four vessels one after another to avoid the recurrence of vessel shortage for service at the same time. Apart from the Hong Kong and Kowloon Ferry Limited and the New World First Ferry Services Limited, the company had also invited the Discovery Bay Ferries to submit quotation with a view to increasing the number of spare vessels available for rental. During lost trips, the company would also step up the broadcasting to enable passengers to obtain the latest traffic information.

50. General Manager of the PITCL responded that the PITCL would conduct tendering process in a fair and impartial manner and would extend the contract period, in the hope of preparing in advance to fix the maintenance dates with the shipyards. This would avoid delay in vessel maintenance which might be caused by insufficient places to berth vessels in need of service during adverse weather. In addition, when ferry service was interrupted, the PITCL would provide additional bus service to let the elderly travel for free, thereby reducing the impact on residents. The PITCL could provide bus service according to schedule in general, aiming to maintain 8 to 10 minutes per headway and increase the frequency to ease the passenger flow where resources permitted.

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

- (1) they enquired whether the policy that “ferry service should be the principal mode of transport during peak hours” was still in force (Mr CHAN Sung-ip and Mr TAM Hoi-pong);
- (2) he agreed to extend the coverage of traffic subsidy to include Park Island and extend the non-means tested Public Transport Fare Subsidy Scheme (the Scheme) to RC service and ferry service with a view to benefitting more residents. However, he had reservations about the request to the Government for subsidising the loss-making ferry services because the

provision of transport service to residents in Park Island was one of the Conditions of Sale. The developer should be committed to complying with the relevant undertaking by allocating sufficient resources to improve the service (Mr KOO Yeung-pong);

- (3) he enquired of the TD about the feasibility of inviting Discovery Bay Ferries by the PITCL to provide quotation with the aim of increasing the number of hired spare vessels, and whether the ratio of sea transport to land transport had been changed (Mr TAM Hoi-pong);
- (4) he said that although the PITCL could provide bus service according to the schedule, the frequencies in the morning were unstable. He hoped that the PITCL could maintain high operation frequency for ferry service to ease the passenger flow (Mr TAM Hoi-pong); and
- (5) they enquired about the details of arranging for the annual ferry survey (Mr CHAN Sung-ip and the Vice Chairman).

52. General Manager of the PITCL responded that, as a licence renewal requirement imposed by the Marine Department, the ferry companies should carry out an annual survey for all of its ferries and a large-scale annual survey once every four years to replace major parts. As arranged by the PITCL, annual survey of vessels at a smaller scale would be carried out for a period of about 40 days in the first and third year. For annual surveys to be carried out in the second and fourth year, the period would last from 42 to 45 days.

53. Sr Transp Offr/Tsuen Wan of the TD responded that the occupancy rate of the ferry services at peak hours between 7:00 a.m. and 10 a.m. at present was over 50%, which was compliant with the existing guidelines for planning transport services in Ma Wan. The TD would continue to closely monitor the traffic need of the public to Ma Wan, change in the travel pattern of passengers, traffic conditions on the Lantau Link and completion of the related road facilities. The TD would conduct timely reviews and amend the guidelines for planning transport services in Ma Wan as necessary. It had been closely monitoring the service standard of RC in Ma Wan to ensure that RC services could meet the passenger demand. According to a survey conducted by the TD on public transport services in Ma Wan in early October 2017, the average occupancy rate of Route Nos. NR330/NR330A departing from the roundabout at Pak Lam Road for Tsing Yi between 7:00 a.m. and 10:00 a.m. on weekdays was around 90%. The overall frequencies were operated at an interval from one to 11 minutes, and the average waiting time was six minutes. Although passengers sometimes were unable to get on buses, they could take the next bus in one to ten minutes. Therefore, the TD opined that the existing standard of RC service could largely meet the traffic need of residents travelling to and from Tsing Yi. It would continue to monitor the standard of public transport service in Ma Wan. Regarding the proposal of extending the Scheme to RC service, the policy objective of the Scheme was to relieve the fare burden of commuters who travelled on local public transport services for daily commuting. The Scheme had to be simple, easy to understand and operate. The Government's current proposal did not include red minibuses and RC (non-franchised bus). The reasons were that the fares of the

public transport service covered under the Scheme had to be predictable to a certain extent, and that the Government should be involved in the fare adjustment process. Therefore, the fare of all those public transport modes currently proposed to be covered under the Scheme was regulated by the Government. The Government noted that some members of the public propose to extend the Scheme to cover red minibuses and RC. Such being the case, the Government would continue to listen to, deliberate about and study the comments with a view to arriving at a finalised plan within three months and submitting the fund application to the LegCo for approval. Upon approval of the fund application, the Scheme would be implemented as soon as possible within one year to benefit the public early.

54. In conclusion, the Chairman said that the TD noted Members' views and would continue to monitor the performance of the PITCL to maintain a stable public transport service.

IX Item 8: Request to Improve the Design of Tsuen Kam Interchange and Improve the Traffic Congestion at Route Twisk  
(T&TC Paper No. 39/17-18)

55. The Chairman said that the paper was submitted by Ms LAM Yuen-pun, Phyllis.

56. Ms LAM Yuen-pun, Phyllis introduced the paper.

57. Engr/Tsuen Wan 2 of the TD responded that the TD had arranged for staff to inspect the traffic condition on Route Twisk. It was found that many vehicles transporting children to school would travel via Tsuen Kam Interchange (Texaco Road bound), thus aggravating the traffic congestion problem. The TD would study whether there was still room for improvement at Tsuen Kam Interchange and would implement traffic improvement measures to ease the traffic congestion between Ting Kau and Castle Peak Road.

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

- (1) he guesses that the original design of Route Twisk might not be able to cope with the existing traffic flow. As the number of vehicles was ever-increasing, he suggested that the TD should deploy staff to record the number of vehicles and travelling directions of vehicles at the above locations to enable Members to make assessment and propose traffic improvement proposals (Mr WONG Wai-kit);
- (2) he suggested the provision of a segregated lane on Route Twisk for turning left to Texaco Road to alleviate the traffic congestion at Shing Mun Tunnels bounding for the interchange at Route Twisk (Mr CHENG Chit-pun);
- (3) she hoped that the TD and the HyD would promptly explore long-term traffic improvement proposals, submit relevant data and, where necessary, consider whether a bypass or flyover should be constructed (Ms LAM Yuen-pun, Phyllis); and

- (4) he asked about the details of collecting the data of vehicular flow from Route Twisk to Tsuen Wan, Sha Tin or Kowloon in the survey concerned (Mr KOO Yeung-pong).

59. Engr/Tsuen Wan 2 of the TD responded that the TD was currently collecting the vehicular data of various slip roads on Route Twisk for analysis and would expeditiously consolidate the data collected for Members' discussion. It would also study the feasibility of the proposed provision of a segregated lane on Texaco Road, in the hope of facilitating traffic improvement works and mitigating the traffic congestion problem.

60. The Chairman concluded that the TD would deploy staff to collect traffic data at the above locations and submit the data collected to the T&TC for further discussion.

X Item 9: Proposal on Introduction of Mechanical Carpark Facilities and Intelligent Car Parking System for Public Carparks

(T&TC Paper No. 40/17-18)

61. The Chairman said that the paper was submitted by The Hon TIEN Puk-sun, Michael and Mr CHENG Chit-pun. He also introduced the following government representatives:

- (1) Mr TSE Hing-chit, Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing) (Adm Asst/Lands (District Lands Office, Tsuen Wan and Kwai Tsing)) of the Lands Department (LandsD);
- (2) Mr WONG Yin-kit, Jerry, Engineer/General Legislation 4/1 (Engr/Gen Legislation 4/1) of the EMSD; and
- (3) Mr WONG Kee-kiu, Assistant Station Commander Tsuen Wan Fire Station (Acting) of the Fire Services Department (FSD).

Moreover, the Secretariat had received the written replies from the PD and the LandsD before the meeting and had distributed for Members' perusal.

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

63. Engr/Tsuen Wan 1 of the TD responded that under the principle of according priority to the parking demand of commercial vehicles and the public transport-oriented policy, the Government would provide an appropriate number of private car parking spaces where the overall development permitted. However, it was not its intention to attract those who were previously users of public transport service to become users of private cars. When the TD conducted a parking space study, it would consider and consult the successful examples of other regions or countries and would examine the possibility of applying the parking management and technology development of other places in local car parks, having regard to the utilisation of vehicles as well as demand and supply of parking spaces in the territory. The TD proposed to use sites with undetermined land use as temporary car parks and was discussing with the LandsD to include appropriate terms in the tenancy agreement to permit car park operators to use the double-deck car parking hoists.

64. Adm Asst/Lands (District Lands Office, Tsuen Wan and Kwai Tsing) of the LandsD responded that the LandsD was open-minded to the use of mechanical or intelligent car parking system in temporary car parks operated by tenants on short-term tenancy (STT) sites with a view to providing more parking spaces. If the relevant equipment complied with the relevant legislations and was approved by the departments concerned such as the TD, the PD, the HKPF, the FSD and the EMSD, the LandsD would not object to the use of the equipment by the operators.

65. Town Plnr/Tsuen Wan 2 of the PD responded that, except for permanent buildings and buildings with known redevelopment or demolition plans, the temporary use of land or buildings in the urban area for a period of less than five years was a use always permitted, subject to the relevant legislation, the terms of the government land lease and other relevant requirements. In the case of applications for using the land as a public car park for more than five years, the approval would be subject to the planning intention of individual land use zones. It might be necessary to submit the applications to the Town Planning Board (TPB) for obtaining planning permission.

66. Engr/Gen Legislation 4/1 of the EMSD responded that the proposed parking system was governed by the Lifts and Escalators Ordinance (Cap. 618). An operator might apply to the EMSD for installation and could install such system after obtaining the approval from the EMSD.

67. Assistant Station Commander Tsuen Wan Fire Station (Acting) responded that upon receipt of the plan of a car park submitted by the operator, the Fire Station would examine the actual location of the car park inside the building and work on the detailed list of fire services equipment needed, including emergency lighting, signs and hose hoses, etc. It would also approve the plan in the light of the actual situation to ensure compliance with the relevant fire regulations.

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

- (1) he supported the TD's initiative of optimal use of space. He opined that the Government might consult the practice of other countries and identify appropriate sites in Tsuen Wan to try out the system by permitting operators to operate multi-storey mechanical car parking facilities by means of innovative technology and intelligent system to help solve the problem of illegal parking (Mr KOO Yeung-pong);
- (2) he suggested that the TD should take the lead to implement the inter-departmental project and select Hoi Shing Road in Tsuen Wan as the place for trial run. To attract the participation of operators, the relevant departments might include the use of mechanical car parking facilities and intelligent car parking system as one of the conditions for granting STT (the Hon TIEN Puk-sun, Michael);
- (3) he hoped that a site in the district could be selected for carrying out the trial run since the former car park at the waterfront in Tsuen Wan had been

demolished. This could not only increase the number of parking spaces but also try out the intelligent car parking system. The relevant departments could provide data such as the amount of government rent payable by operators of the mechanical car parking facilities and intelligent car parking system for Members' reference (the Vice Chairman);

- (4) he suggested the TD study whether mechanical car parking hoists could be used at the roadside and outsourced the management to alleviate the problem of traffic congestion in Tsuen Wan (the Vice Chairman); and
- (5) she suggested that a car park equipped with intelligent car parking system should be provided at Tsuen Wan Town Hall or opposite Yan Chai Hospital Lim Po Yen Secondary School because hourly car parks were inadequate at Allway Garden recently. She hoped that the government departments would calculate the operating costs carefully and, when required, provide rent concessions or subsidy schemes to attract operators to introduce mechanical car parking equipment so as to solve the parking problems by maximising the utilisation of land resources (Ms LAM Yuen-pun, Phyllis).

69. Engr/Tsuen Wan 1 of the TD responded that the TD would examine whether the mechanical parking system could be used in a car park operating under a STT. Together with the LandsD, it was identifying suitable locations in Tsuen Wan for placing double-decker car parking hoists. The TD would carefully examine the operation of hoists having the same or a higher number of decks and the impact of such hoists on the nearby residential premises. It would report the findings at the next T&TC meeting.

70. Adm Asst/Lands (District Lands Office, Tsuen Wan and Kwai Tsing) of the LandsD responded that when tender documents for fee-paying temporary car parks operating under short term tenancies were being prepared, the LandsD would consult the relevant departments, conduct district consultation where appropriate and include appropriate terms of tenancy in the light of the TD's advice, specifying the types of vehicles permitted for parking and the special parking facilities or parking systems that could be provided or required for use. A STT generally consisted of a fixed tenancy period and a tenancy period for subsequent renewal. The existing tenancy period for a fee-paying car park was one year in general and the subsequent tenancy period would be renewed on a quarterly basis. The LandsD would also call for tender again in accordance with the actual circumstances and established procedures and, having regard to the TD's views and conditions of individual sites, flexibly deal with the tenancy period of the site temporarily designated for public car park uses. When the Government considered granting land for a longer tenancy period, it would carefully deliberate over other factors, including the maintenance of flexibility to use the land, interests of different stakeholders on of the STT concerned and the overall land use and planning policy of the Government, etc. The LandsD had never granted land lease to an operator of a temporary private vehicle park for more than five years. Nevertheless, it had granted land leases for more than five years to operators of car

parks for heavy goods vehicles after obtaining the approval from the TPB and other policy bureaux and departments concerned.

71. Town Plnr/Tsuen Wan 2 of the PD responded that when the LandsD consulted the PD, the PD would advise on the renewal of STT as appropriate.

72. Engr/Gen Legislation 4/1 of the EMSD responded that the EMSD would examine whether the mechanical parking system was compliant with international standards. Most suppliers could supply such systems meeting the international standards. The EMSD had also granted these permits to the operators of temporary private vehicle parks in the past. Operators who were interested in providing this service could submit information to the EMSD for preliminary assessment. They could purchase the new mechanical parking system only after the EMSD had granted the approval to them.

73. The Chairman concluded that the departments responded affirmatively to the proposal. He hoped that the LandsD and the TD would identify an appropriate place for trial run as soon as possible and relax the contract terms of operating car parks with a view to encouraging operators to apply for installation of the parking system and thereby relieving the parking demand in Tsuen Wan.

XI Item 11: 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 20 October 2017)  
(T&TC Paper No. 42/17-18)

74. District Engineer/Tsuen Wan (Dist Engr/Tsuen Wan) of the HyD introduced the paper.

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

- (1) he enquired why the completion of “Structure No. NE/17/00540-49 – Widening of the carriageway on Mei Wan Street, road improvements and traffic signs works on road surface” was scheduled for the fourth quarter of 2019. He considered the project uncomplicated and feasible for phased implementation. Therefore, such an anticipated date of completion was unacceptable to him (the Hon TIEN Puk-sun, Michael); and
- (2) he enquired why “Structure No. NE/17/00461-77 – Widening of carriageway on Castle Peak Road - Sham Tseng near Rhine Garden, road improvements and traffic signs works on road surface” still had not commenced and asked about the details of the permit under application by the HyD. He hoped that the HyD could launch the works as soon as possible to mitigate the traffic congestion on Castle Peak Road (Mr CHENG Chit-pun).

76. Dist Engr/Tsuen Wan of the HyD responded that the works of Structure No. NE/17/00540-49 mainly consisted of widening of the passing bay on Mei Wan Street, relocation of the existing pedestrian crossing facilities and traffic signs on the road

surface concerned, etc. The preliminary preparatory works, including ground investigation of buried facilities at the affected pavements, had been carried out. It was found that the depth of the buried utilities would not be suitable for a carriageway after alteration. The HyD had immediately asked the relevant public utilities to relocate or lower the affected buried public facilities. Moreover, the HyD had also requested the contractor to plan for the temporary traffic arrangements during the works period, submit the proposed arrangements to the Traffic Wing of the HKPF and the TD for approval and for application for an excavation permit. If the preliminary preparatory works progressed smoothly, it was anticipated that the works would commence in early 2019. The works on Castle Peak Road - Sham Tseng near Rhine Garden (Structure No. NE/17/00461-77) were similar to the works on Mei Wan Street in that widening of a passing bay, improvements to the existing pedestrian crossing facilities and traffic signs on the road surface concerned, etc. were also involved. The HyD had also carried out the preliminary preparatory works, including ground investigation of buried facilities and formulation of temporary traffic arrangements during the works period. As it was necessary to deal with the affected trees within the works areas, the HyD had submitted the assessment report of the affected trees to the LandsD and the LCSD. The works on road surface would commence after the above-mentioned preliminary preparatory works had been completed.

77. The Chairman said that the staff of the HyD would follow up on the project with Members after the meeting.

## XII Item 12: Progress Reports of Working Groups under the Traffic and Transport Committee

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

78. Mr KOO Yeung-pong reported that, according to HyD's information provided on Footbridges B and C (Public Works Programme (PWP) Item No. 145TB), representatives of the HyD had attended a meeting held by the Tsuen Wan District Management Committee on 29 August 2017 for discussion with Members on the direction of implementing the project concerning Footbridges B, C and E. They also agreed to follow up on the above project with the Working Group on Tsuen Wan Footbridge Network and the Members concerned. On 12 September 2017, representatives of the HyD and the TD attended a case meeting held by the LegCo for discussion with some LegCo Members on implementing the planning of footbridge network in Tsuen Wan. Subsequently, representatives of the HyD met the convenor of the Working Group and Members of the constituencies concerned again on 14 September 2017 to discuss the alignment proposals of Footbridges B and C. On the other hand, the HyD had started the ground investigation of buried utilities and the survey on tree conditions on Hoi Shing Road, and the ground investigation of buried utilities on Ma Tau Pa Road. The ground investigation of buried utilities and survey on tree conditions on Tai Chung Road would also be conducted in 2017 in a progressive manner. Regarding Footbridge D (PWP Item No. 164TB), the contractor continued to follow up the details of footbridge connection with the property management agencies of Tsuen Wan Plaza and Skyline Plaza. The relocation works by the CLP Power Hong Kong Limited and tree transplanting by the

HyD were underway. Regarding the escalator works at the footbridge of Tai Wo Hau MTR Station, the HyD had reported on the latest progress at the T&TC meeting.

(B) Task Force on Public Transport Network

79. Mr CHENG Chit-pun reported that the task force had held its 12<sup>th</sup> meeting on 30 August 2017 to would continue to follow up and discuss the following eight items:

- (1) request the TD to provide motorcycle parking spaces at suitable locations in Tsuen Wan District as soon as possible to meet the demand of local motorists;
- (2) strongly request the Police and the TD to take immediate action to tackle the current traffic congestion on Luen Yan Street strictly and seriously in order to address the problem of disruption to public bus services and to improve the traffic flow in the area;
- (3) strongly request the TD to urge the operators of various means of public transport to submit a proposal concerning the adjustment of transport service frequency to cope with the urgent demand as a result of a sudden surge of passengers;
- (4) request to strengthen enforcement action against illegal parking at the RC stop off Sai Lau Kok Multi-storey Carpark Building and to work out improvement measures;
- (5) strongly request the TD to promptly study the proposal of widening and improving the relevant road sections on Wing Tak Street and of providing taxi pick-up and drop-off parking spaces for the convenience of visitors and residents travelling to and from City Point; request the HKPF to strengthen enforcement action on Wing Tak Street and Wing Shun Street to avoid aggravated traffic problem and maintain a smooth traffic flow on Tsuen Wan waterfront;
- (6) strongly request the TD and the HyD to immediately provide detailed information on traffic projects at the industrial area at Wang Lung Street for Members' reference and discussion;
- (7) the BRPP 2017-2018 of Tsuen Wan District; and
- (8) request the TD and the departments concerned to assist in exploring a feasible proposal to provide an access at some parts of the divider between Waterside Plaza and City Point with a view to enable residents to move between the two housing estates conveniently and achieve a better living environment.

The task force had held the 13<sup>th</sup> meeting on 11 October 2017.

(C) Working Group on Road Safety Education and Promotion

80. The Vice Chairman reported that the Working Group on Road Safety Education and Promotion had held two activities, namely, Lecture on Road Safety in Tsuen Wan District for the Elderly and Model Pedestrians Commendation Day in Tsuen Wan District. It would also hold the Tsuen Wan District Road Safety Carnival on 12 November 2017. Members were invited to give their enthusiastic support to this event.

XIII Item 13: Any Other Business

81. Mr WONG Wai-kit hoped that the TD and the Long Win Bus Company Limited would follow up on the lost trips of Route No. A31P scheduled to depart from Discovery Park at 7:45 p.m. on 16 October 2017 and 3 November 2017.

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

- (1) Financial Statement of Traffic and Transport Committee as at 20 October 2017  
(T&TC Paper No. 43/17-18).

83. The Chairman reminded Members that the next meeting was scheduled on 8 January 2018 (Monday) and the deadline for submission of paper was 19 December 2017.

XIV Adjournment of Meeting

84. There being no other business, the meeting was adjourned at 8:05 p.m.

Tsuen Wan District Council Secretariat  
December 2017

**Traffic and Transport Committee**  
**Membership List of the Working Group on Traffic Review and**  
**Improvement Plans for Tsuen Wan Road and Associated Junctions**

**(Non-standing Working Group)**

Convenor	:	Mr LO Siu-kit, MH
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
		The Hon CHAN Han-pan, Ben, JP
		Mr CHAN Sung-ip, MH
		Mr WONG Ka-wa
		Mr WONG Wai-kit
		Mr CHOW Ping-tim
		Mr CHENG Chit-pun
		Mr TAM Hoi-pong
Co-opted Members		Mr WONG Fah-man
		Mr MA Ting-hei
		Mr FUNG Cheuk-sum
		Mr WONG Man-chau