

(Translation)

Minutes of the 13th Meeting of Traffic and Transport Committee (5/17-18)

Date: 8 January 2018

Time: 2:30 p.m.

Venue: Main Conference Room, Tsuen Wan District Office

Present:

Members

Mr LO Siu-kit, MH (Chairman)
Mr WONG Ka-wa (Vice Chairman)
Mr MAN Yu-ming, MH
The Hon TIEN Puk-sun, Michael, BBS, JP
Mr KOO Yeung-pong, MH
Mr NG Hin-lung, Norris
Mr LI Hung-por
Ms LAM Yuen-pun, Phyllis
Ms LAM, Lam Nixie
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 NG Chun-yu
Mr NG Tsan-ming
Mr YICK Shing-chung, Angus
Mr LAM Hin-fai
Mr MA Ting-hei
Ms FAN Yuk-shan
Mr FUNG Cheuk-sum
Mr TSANG Tai

Government Representatives

Mr LUI Sui-hung, Eddie	Officer-in-Charge, District Traffic Team (Tsuen Wan), Hong Kong Police Force
Ms TSE Che-ching, Maria	Senior Transport Officer/Tsuen Wan, Transport Department
Mr LAM Chun-cheuk, Tim	Engineer/Tsuen Wan 1, Transport Department
Mr CHONG Kwok-wai	District Engineer/Tsuen Wan, Highways Department
Mr CHAN Siu-wan, Wallace	Town Planner/Tsuen Wan 1, Planning Department
Mr LI Pui-sang	Contractor Project Coordinator/2 (New Territories West), Civil Engineering and Development Department
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 Peggy WONG	Assistant Manager (Planning and Development), Kowloon Motor Bus Company (1933) Limited
Mr LEUNG Wang-cheong	Assistant Manager (Operations), Kowloon Motor Bus Company (1933) Limited

Attendance by Invitation:

For discussion of item 5

Mr LAM Tze-ho, Addie	Deputy Head of Communications and Public Affairs Department, Kowloon Motor Bus Company (1933) Limited
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Absent:

Co-opted Member

Mr CHAN Tak-chun

The Meeting

I Opening Remarks and Introduction

The Chairman welcomed Members, Co-opted Members and representatives from the government departments and corporation to the 13th meeting of the Traffic and Transport Committee (T&TC) and introduced Mr LEUNG Wang-cheong, who succeeded Ms WONG Yee-ling as Assistant Manager (Operations) of the Kowloon Motor Bus Company (1933) Limited (KMB) and the Co-opted Members, including Mr LAM Hin-fai, Mr YICK Shing-chung, Angus, Mr NG Chun-yu, Mr NG Tsan-ming and Ms FAN Yuk-shan who attended the meeting for the first time.

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

II Item 1: Confirmation of Minutes of the Meeting held on 6.11.2017

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. 55-60 of the Minutes of the Meeting held on 6 November 2017: Request to Improve the Design of Tsuen Kam Interchange and Improve the Traffic Congestion at Route Twisk
4. Engineer/Tsuen Wan 1 (Engr/Tsuen Wan 1) of the Transport Department (TD) reported that the TD had deployed staff to inspect the traffic congestion at Tsuen Kam Interchange and would conduct a detailed vehicular flow survey in January 2018. Improvement measures would be formulated when necessary.
5. The views and enquiries of Members were summarised as follows:
- (1) he suggested examining whether it was possible to conduct road works at Tsuen Kam Interchange, including removing the pile of rocks at Route Twisk, so that the view of the drivers would not be blocked (the Hon CHAN Han-pan, Ben); and
 - (2) he hoped that the TD would rezone the coverage of the Green Belt of Tsuen Kam Interchange or create an additional vehicular lane at the location to divert traffic and conduct the traffic improvement works at the refuse depot nearby to alleviate the pressure of traffic congestion (Mr LAM Faat-kang).

IV Item 3: DC/2017/03 – Upgrading of West Kowloon and Tsuen Wan Sewerage – Phase 1
(T&TC Paper No. 46/17-18)

6. The Chairman said that the paper was submitted by the Drainage Services Department (DSD). The Secretariat had received a written notice from the DSD before the meeting and had distributed it for Members' perusal. As the DSD needed time to review and improve the proposal concerned, the captioned item would not be discussed at this meeting.

V Item 4: Strongly Request to Improve the Public Transport to and from Tsuen Wan
(T&TC Paper No. 47/17-18)

7. The Chairman said that the paper was submitted by the Vice Chairman and Mr CHAN Yuen-sum, Sumly.

8. The Vice Chairman and Mr CHAN Yuen-sum, Sumly introduced the paper.

(Note: Mr YICK Shing-chung, Angus joined the meeting at 2:40 p.m. Mr WONG Fah-man joined the meeting at 2:42 p.m. Ms LAM Yuen-pun, Phyllis and Ms FAN Yuk-shan joined the meeting at 2:45 p.m.)

9. Senior Transport Officer/Tsuen Wan (Sr Transp Offr/Tsuen Wan) of the TD responded that the Government had all along encouraged the public transport operators to introduce fare reduction or concessions such as sectional fare concessions as far as possible, taking into account the operators' operating conditions and socio-economic environment, with a view to helping reduce the travelling expenses of the public. The bus companies would also determine the items and durations of the concessions provided taking into account the operating environment, financial position and other relevant factors. In line with the spirit of free enterprise, the provision of fare concessions was the commercial decision of the individual operators. On 27 December 2017, the TD had issued a letter to the KMB to encourage the KMB

to provide more fare concessions under the condition that the proper and efficient public transport services would be maintained. At present, the patronage of the KMB's late night route no. N36 was on the low side. The average number of passengers in December 2017 was less than 20 per trip. Hence, there was no urgent need to increase the frequency of route no. N36.

10. Engr/Tsuen Wan 1 of the TD responded that apart from the no-stopping restriction zones with effect from 7:00 a.m. to 12:00 p.m. daily at the lay-by opposite the market and Wo Tik Street near Vision City, there was no passenger pick-up/drop-off restricted zone for minibuses along Wo Tik Street. As there were frequent loading/unloading of goods and pick-up/drop-off of passengers at Wo Tik Street, there was no suitable location for provision of a minibus stop.

11. Assistant Manager (Planning and Development) (AM(P&D)) of the KMB responded that apart from route no. 36, other routes that travelled to Tsuen Wan via Wo Yee Hop Road including route nos. 48X, 73X and 278X mainly provided long distance inter-district services for passengers travelling between Tsuen Wan and Shatin, Tai Po and Sheung Shui. The KMB had provided sectional fares for these routes at Wo Yee Hop Road stop and thus, more routes were provided for residents in the districts. The patronage of late night route no. N36 was all along on the low side. The number of passengers per trip was less than 20, even on public holidays and weekends. It could be seen that the existing service sufficed for passengers' demand. The KMB would closely keep in view of the patronage and adjust the frequency of the routes in question when there were changes in patronage and passengers' demand in order to improve the services.

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

- (1) he hoped that the KMB would understand the residents' plight who were forced to take long-distance routes of higher fares because of the problem arising from the frequency. He enquired the KMB about the reason for setting different sectional fares for various routes at Wo Yee Hop Road stop. He opined that the sectional fares of various routes should fall in line with that of route no. 36, so as to achieve the divergence of bus services (Mr CHAN Yuen-sum, Sumly);
- (2) although the patronage of late night bus route no. N36 was on the low side, residents still needed bus services during different periods at late night. He hoped that the TD and KMB would not focus too much on the patronage and turnover and ignore the residents' demand (Mr CHAN Yuen-sum, Sumly);
- (3) they proposed that a minibus stop instead of a terminus should be provided at Wo Tik Street, which would not bring a big impact to the traffic. They hoped that the TD would arrange staff to conduct the site inspection at Wo Tik Street and consider the feasibility of the proposal (Mr CHAN Yuen-sum, Sumly and the Vice Chairman);
- (4) the service of some overnight bus routes at Kwai Tsing district was still available, despite the fact that the patronage of these bus routes was less than 10 passengers per trip. He hoped that the KMB would take into account the residents' need for commuting and gradually advance the service hours of the late night bus route no. N36, so as to bring convenience to the residents who went to work (the Vice Chairman); and

- (5) there were no sectional fares for the bus routes which departed from Lei Muk Shue Estate. He hoped that the KMB would provide the sectional fares for day return trips of these routes in order to fulfil its corporate social responsibility and achieve the divergence effect (the Vice Chairman).

13. AM(P&D) of the KMB responded that the KMB noted Members' views and would take the proposals into consideration.

14. The Chairman concluded that the traffic at Wo Tik Street was relatively busy and the traffic congestion would become more serious due to the provision of a minibus stop. The TD should study the solution in detail as appropriate with the minibus contractors.

VI Item 5: Propose to Enhance the Transport Service from Tsing Lung Tau to Tsuen Wan and Kwai Chung
(T&TC Paper No. 36/17-18)

15. The Chairman said that the paper was submitted by Mr NG Hin-lung, Norris and introduced Mr LAM Tze-ho, Addie, Deputy Head of Communications and Public Affairs Department of the KMB who attended this meeting.

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

17. Deputy Head of Communications and Public Affairs Department of the KMB responded that currently, the residents of Tsing Lung Tau travelled between Tsuen Wan and Tsing Lung Tau mainly by residents' coaches and minibus. The bus company had to exercise prudent consideration in deploying resources to introduce new routes, so that the transportation services could be duly provided for passengers on the premise that public resources were effectively used. The KMB noted Members' proposals and would study the feasibility of provision of new bus routes and interchange concessions.

18. Sr Transp Offr/Tsuen Wan of the TD responded that the TD would consider the relevant factors, such as the extent of existing public transport services, demand of passengers, patronage of the new routes, potential traffic load and use of resources, etc. in the assessment of provision of new bus routes. The TD encouraged the public to choose and use the existing public transport services, fully utilise the concessions for bus-bus interchanges and bus-railway interchanges as well as making better use of the roads and transport resources in Hong Kong, so as to enhance the operational efficiency of public transport services. As such, the TD had reservation about the proposal of provision of new bus routes.

(Note: The Hon TIEN Puk-sun, Michael joined the meeting at 3:15 p.m.)

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

- (1) an adverse impact was persistently brought to the residents in Sham Tseng, Tsing Lung Tau and Ting Kau because the service level of route nos. 53 and 52X was unsatisfactory. For example, the travelling time of route no. 53 was more than one hour. Hence, he hoped that the TD would enhance route no. 53 to allow passengers to make interchange at

- Tai Lam and increase the frequency of route no. 53 to an interval of 20 to 35 minutes (Mr CHAN Sung-ip);
- (2) he received complaints from residents from time to time that the waiting time of the green minibus heading to Castle Peak Road during holidays and night time was too long and the frequency was not stable with occasional cancellation of the last trip. Hence, he hoped that the TD would introduce a bus route running via Castle Peak Road Lower Road in order to provide the bus service with a high and stable frequency for the residents (Mr WONG Wai-kit);
 - (3) the population in the vicinity of Castle Peak Road Lower Road was on the rise and the TD and the KMB should accord greater importance to the residents' transportation need. Apart from providing an interchange stop at Siu Lam, the introduction of a new bus route running from Tsuen Wan to Siu Lam should also be considered, so as to test the passengers' demand (the Vice Chairman);
 - (4) if a new bus route that ran via Castle Peak Road Lower Road could be provided in Tsuen Wan district and the bus routes from Yuen Long would not run via Tsuen Wan, the residents in these two districts would be benefitted. He suggested that the TD should conduct a public tender to invite contractors to introduce a new circular route running between Tsuen Wan and Siu Lam (the Vice Chairman);
 - (5) he opined that the introduction of a new circular route would facilitate the travelling of the residents in Tsing Lung Tau. He also proposed that some bus routes should be included in the interchange stops and hoped that the KMB would take this proposal into consideration. Members had inspected the traffic condition at Siu Lam Interchange and Tsing Lung Tau with the representatives of the residents and KMB. It was found that there was a need to introduce a new bus route. He hoped that the KMB would improve the bus service in the vicinity of Tsing Lung Tau as soon as possible (the Hon CHAN Han-pan, Ben); and
 - (6) he proposed that route no. 234B should be extended to run via Tsing Lung Tau to facilitate the residents of Tsing Lung Tau to travel to Tsuen Wan MTR Station and Tsuen Wan West Station, and that the westbound services of route no. 52X during the morning peak hours should run via Tuen Mun Interchange in the direction of Kowloon and the eastbound services in the evening peak hours should also run via Tuen Mun Interchange for the passengers to make interchange at the Tuen Mun Interchange (the Hon TIEN Puk-sun, Michael).

20. Sr Transp Offr/Tsuen Wan of the TD responded that the TD would continue to study the feasibility of introduction of new bus routes with the KMB. With regard to the frequency of green minibus, the TD had all along closely monitored the minibus service of no. 96M. The TD had conducted a service frequency survey from 5:00 p.m. to 9:00 p.m. on 10 December 2017 at the minibus terminus in Tsuen Wan Multi-storey Carpark Building. The results revealed that the contractors had arranged the additional trips to meet the passengers' demand with the shortest waiting time at 2.4 minutes and the longest waiting time of 5.7 minutes. The average waiting time was 3.9 minutes and the passengers' demand was well coped with. The TD would provide the frequency timetable of the minibus after the meeting for

Members' reference. The TD did not have any plan to introduce new bus routes for the time being.

21. Deputy Head of Communications and Public Affairs Department of the KMB responded that the KMB would study Members' proposals altogether, including the additional time and resources involved for extension of route no. 234B running via Tsing Lung Tau. He pointed out that it was technically feasible to make arrangement for route no. 52X to run via Tuen Mun Interchange. However, as the passengers in Tuen Mun were involved in the arrangement, the KMB would have to seek views from the Tuen Mun District Council if adjustment of route was made. The KMB did not have a stance on the proposal and would take the proposals on, inter alia, introduction of a new circular route into consideration.

(Note: The Hon CHAN Han-pan, Ben left the meeting at 3:30 p.m. Mr CHENG Chit-pun joined the meeting at 3:35 p.m.)

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

- (1) the green minibus route no. 302 was often full when it departed from Tsing Lung Tau Terminus. The residents of Sea Crest Villa, Sham Tseng and Ting Kau had difficulty in boarding the minibuses. The residents in these areas could only take other means of transport to go to Tsuen Wan to take the MTR. However, the bus service was not available for all areas. Hence, he hoped that route no. 234B would be extended to Tsing Lung Tau to serve the passengers of Tsing Lung Tau and make arrangement for route no. 52X to run via Tuen Mun Interchange in the direction of Kowloon to diverge the passenger flow (Mr CHENG Chit-pun);
- (2) he suggested that the proposal on amalgamation of route nos. 234A and 234B should be jointly considered with the proposal on extension of route no. 234B to Tsing Lung Tau. Also, arrangement should be made for route 234A to follow the existing route during peak hours and route no. 234B should be extended to Tsing Lung Tau with whole-day service (Mr CHENG Chit-pun);
- (3) apart from route no. 52X, consideration should also be given to the arrangement of route no. 53X to run via Tuen Mun Interchange (Mr CHENG Chit-pun);
- (4) apart from the transportation needs of the residents in Hong Kong Garden, the transportation needs of the residents in housing estates along the route such as Sea Crest Villa and in Sham Tseng should also be considered. In addition, the in-take of the residents of new housing estates nearby before long would lead to a greater demand for transportation service. The waiting time for minibus heading to Tsing Lung Tau after 7:00 p.m. every night ranged approximately from half an hour to 45 minutes. It could be seen that the route frequency was not high. He hoped that the TD would seriously review the situation of passengers waiting for minibus (Mr NG Hin-lung, Norris);
- (5) he had put forth the proposal on extension of route no. 234B to Tuen Mun Interchange in the T&TC meeting in 2016. He had put forth another proposal on route no. 52M at this meeting. He hoped that the TD and KMB would take into account the growing demand from the

passengers in Tsing Lung Tau and provide an all-encompassing bus route (Mr NG Hin-lung, Norris); and

- (6) he clarified his proposal on route no. 52X that its westbound service should run via Tuen Mun Interchange during the morning peak hours and eastbound service should run via Tuen Mun Interchange during the evening peak hours, with a view to minimising the impact brought to the passengers in Tuen Mun (the Hon TIEN Puk-sun, Michael).

23. Deputy Head of Communications and Public Affairs Department of the KMB responded that the KMB noted Members' views and would study and consider the feasibility of the proposals.

24. The Chairman concluded that the KMB adopted an open attitude towards the relevant proposals. He hoped that the situation of passengers waiting for minibus heading to Tsing Lung Tau would be improved after the 19-seat minibus was adopted.

VII Item 6: Request to Fully Introduce the Advanced Techniques for Traffic Lights in Tsuen Wan District
(T&TC Paper No. 49/17-18)

25. The Chairman said that the paper was submitted by the Hon TIEN Puk-sun, Michael, Mr CHENG Chit-pun and Mr MA Ting-hei.

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

27. Engr/Tsuen Wan 1 of the TD responded that currently, there were five signal-controlled junctions installed with video pedestrian detection devices in Hong Kong, which were linked to the traffic signal controllers. When pedestrians waited for crossing the road, the devices would automatically request the controllers to issue the "Green Man" as soon as possible in order to reduce the waiting time of the pedestrians. Although the devices were preliminarily found to be effective, the Traffic Control Division of the TD would continue to make adjustment, install more sensors and fine-tune the existing devices, with a view to further enhancing the effectiveness and accuracy of the devices for achieving the smooth pedestrian and vehicular flow. With regard to the pedestrian crossing at Tai Ho Road near Citywalk, the Traffic Control Division of the TD would continue to review the operation of the traffic lights and study the shortening of the pedestrian waiting time for the "Green Man". The TD had not tested the effectiveness of installing the LED traffic lights at pedestrian crossings for the time being. However, the TD would closely keep in view of the progression, particularly the effectiveness of the devices on traffic safety. The Traffic Control Division of the TD would review the operation of traffic lights and make suitable adjustments from time to time. The TD would continue to strive for more resources to include more junctions into the pilot schemes of smart traffic lights.

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

- (1) she supported the "Smart Mobility" but was concerned about the effectiveness of the video pedestrian detection devices. It took too long, viz. 17 seconds to two minutes for the existing video pedestrian detection devices to change signals for pedestrians to cross the road.

- She hoped that the Government would purchase the more effective video pedestrian detection devices (Ms LAM, Lam Nixie);
- (2) she enquired about the timetable for the implementation of the “early and pilot” scheme. She opined that the existing pilot scheme lasted too long and the devices would become outdated when the scheme was extended to other districts (Ms LAM, Lam Nixie);
 - (3) she enquired about the energy efficiency of the LED traffic lights installed at pedestrian crossings. She opined that the installation of the LED traffic lights with public funds was a relatively passive move in response to the lack of traffic safety awareness among the “phubbers”. Hence, she had reservation about the proposal (Ms LAM, Lam Nixie);
 - (4) he supported the use of smart traffic lights. However, it would be more appropriate to use digital traffic lights at busy traffic crossings such as Sha Tsui Road (Mr CHAN Sung-ip);
 - (5) the duration of the green signal of some signal-controlled junctions in Tsuen Wan district, such as the junction at Luk Yeung Sun Chuen to the direction of Fairview Garden and the junction at Shek Lin House to the direction of Shek Ho House was shorter than the red signal. It left insufficient time for the elderly and people with mobility impairment to cross the road. In addition, the traffic lights at the pedestrian crossing between Hoi Pa Street Government Primary School and the road of Lo Tak Court were out of order. He hoped that the TD would make adjustment to facilitate the pedestrians to cross the road (Mr MAN Yu-ming);
 - (6) he supported the TD’s introduction of the traffic light devices that could detect the real-time traffic condition and could be adjusted according to the needs. He hoped that the TD would make good use of big data and install the advanced traffic light device at the Sham Tseng Section of Castle Peak Road with timely adjustment, so as to ease the traffic congestion (Mr NG Hin-lung, Norris);
 - (7) he hoped that the artificial intelligence system could be incorporated into the advanced traffic light devices to serve the function of directing traffic as performed by a traffic policeman. He enquired the TD about the effectiveness of the video pedestrian detection devices (the Hon TIEN Puk-sun, Michael);
 - (8) the government departments would need time to put forth the pilot scheme and the relevant system usually became outdated at the time of implementation. Thus, he proposed that the Government should consider the implementation of the pilot scheme in other districts, such as Tsuen Wan, and install the latest system in order to enhance the efficiency (the Vice Chairman); and
 - (9) he proposed that the TD should draw reference from Singapore’s practice that the elderly holders of Octopus Cards were allowed to tap their Octopus Cards on the road-crossing device to prolong the time for crossing the road (Mr WONG Wai-kit).

29. Engr/Tsuen Wan 1 of the TD responded that the TD noted Members’ views on implementation of the trial run of the smart traffic light device in Tsuen Wan district. The TD would study the proposal with the Traffic Control Division of the TD. The TD’s preliminary assessment of the existing five video pedestrian detection

devices revealed that the devices operated effectively but required further adjustment. In addition, the TD would carefully study in detail the problem of the two minutes' waiting time of pedestrians before they crossed the road. The TD would report to the T&TC after the study of the vehicular flow at the pedestrian crossing with the Traffic Control Division of the TD. With regard to the operational arrangement of traffic lights, the TD had installed special devices on the road surface to monitor the real-time vehicular flow and adjusted the duration of traffic lights according to the needs. The TD intended to study the extension of the duration of green light for the senior citizens and people with mobility impairment to cross the pedestrian crossings. The relevant options would be submitted for Members' reference after the meeting. The TD would also study the options of enhancing the traffic light signals at Luk Yeung Sun Chuen, Shek Wai Kok and Hoi Pa Street with the Traffic Control Division of the TD.

30. The Chairman concluded that he hoped the TD to note Members' views on the installation of smart traffic lights and to strive for resources to implement the smart traffic light pilot scheme in Tsuen Wan district.

VIII Item 7: Request to Advance the Departure Time for the First Minibus 312
(T&TC Paper No. 50/17-18)

31. The Chairman said that the paper was submitted by Mr MAN Yu-ming and Mr FUNG Cheuk-sum.

32. Mr MAN Yu-ming and Mr FUNG Cheuk-sum introduced the paper.

(Note: The Hon TIEN Puk-sun, Michael and Mr FONG Yun-fat left the meeting at 4:00 p.m.)

33. Sr Transp Offr/Tsuen Wan of the TD responded that the TD had issued a letter of request to the minibus operator concerned for considering advancing the departure time of the first trip. The minibus operator replied that the current patronage was insufficient and it was difficult to hire drivers for the morning shift. The passenger capacity of the minibus would be enhanced through the replacement of 19-seat minibus. In addition, the TD had conducted an on-site survey from 6:00 a.m. to 9:00 a.m. on 4 January 2018. It was found that the minibus no. 312 departed before 7:00 a.m. was not full and still had spare capacity. The TD understood the general public's need for commuting in the morning. The TD would continue to maintain a close liaison with the minibus operator and keep in view the changes in patronage. The TD would negotiate with the minibus operator timely to make arrangements as appropriate.

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

- (1) as Cheung Shan Estate, Shek Wai Kok Estate and Lei Muk Shue Estate were situated in remote locations with low accessibility, he hoped that the TD would understand the actual need of the residents in the district and encourage the minibus operator of no. 312 to advance the departure time of the first trip (Mr CHAN Chun-chung, Jones);
- (2) he welcomed the replacement of the 19-seat minibuses by the minibus operator as soon as possible. However, many residents of Cheung Shan Estate, Shek Wai Kok Estate and Lei Muk Shue Estate worked in early shift for, say, the catering industry. He hoped that the minibus

operator would advance the departure time of the first trip of minibus no. 312 taking into consideration the social benefits and corporate responsibility (Mr MAN Yu-ming);

- (3) the residents were not able to take minibus no. 312 not because of the passenger capacity of the minibus, but because the departure time of the first trip did not cope with the need of passengers who had to work in early shift. He hoped that the minibus operator would consider advancing the departure time of the first trip of minibus no. 312 (Mr FUNG Cheuk-sum); and
- (4) 24-hour public transport services were available in many cities. The operators of the public transport in Hong Kong were under restriction of making improvement of the service hours. The TD should adopt the policy of “priority on transport services” that consideration should be given to the improvement of frequency and service hours of the minibus prior to the shortfall of seating capacity of the 16-seat minibus on all occasions. If minibus no. 312 could start its first trip earlier, it would bring convenience to the working residents and foster the economic development in the district. He hoped that the TD would step up the encouragement for the minibus operator to adjust the service hours of the first and the last trip of minibus no. 312 in order to cater for the needs of the community (Mr NG Hin-lung, Norris).

35. Sr Transp Offr/Tsuen Wan of the TD responded that the TD noted the residents’ need for commuting in the morning and would continue to maintain a close liaison with the minibus operator to timely review the feasibility of adjusting the frequency and service hours.

36. The Chairman concluded that the TD noted Members’ views. He hoped that the TD would actively negotiate with the minibus operator to advance the departure time of the first trip of minibus no. 312 as far as practicable.

IX Item 8: Request the KMB to Improve the Bus Service from Cheung Shan Estate and Lei Muk Shue Estate to the vicinity of Shatin Town Centre
(T&TC Paper No. 51/17-18)

37. The Chairman said that the paper was submitted by Mr CHAN Chun-chung, Jones.

38. Mr CHAN Chun-chung, Jones introduced the paper.

39. AM(P&D) of the KMB responded that apart from route nos. 47X and 48X, the residents of Cheung Shan Estate could also take the route nos. 43X and 43P at Yi Pei Chun Road and made interchange at Shing Mun Tunnel stop to reach the vicinity of Shatin Town Centre. The KMB had conducted the on-site surveys of route nos. 47X and 48X and found that the routes were occasionally full at Ho Fung College stop during the peak hours due to the prevailing road traffic. The KMB had made operational changes accordingly, so as to alleviate the difficulties in taking buses by passengers. In addition, passengers could take route no. 46X at Ho Fung College stop to make interchange at Shing Mun Tunnel stop to reach the vicinity of Shatin Town Centre. The bus fare was the same as that of route nos. 47X and 48X. She noted Members’ views on the interchange concessions and would relay their views to the KMB for consideration.

(Note: Ms FAN Yuk-shan left the meeting at 4:15 p.m.)

40. The views and enquiries of Members were summarised as follows:
- (1) he enquired whether the KMB would make special arrangements. For example, buses of certain frequency intervals could depart from the terminus to pick up the passengers en route, so that the buses would still have capacity to pick up passengers at Cheung Shan Estate stop and Lei Muk Shue Estate stop (Mr CHAN Yuen-sum, Sumly);
 - (2) he proposed that the TD and KMB should draw references from the arrangement for route no. 40P that the frequency of the bus routes in question during the morning peak hours was increased and the bus routes in question only ran via Tsuen Wan East, Shek Wai Kok Estate, Cheung Shan Estate and Lei Muk Shue Estate before heading to Shatin and Tai Wai in order to solve the difficulties in boarding buses by passengers (Mr MAN Yu-ming); and
 - (3) he opined that the residents had resorted to taking the bus routes of higher bus fares due to their failure to get on board arising from the inadequate frequency of buses. He hoped that the KMB would consider introducing more special departure of buses or provision of fare concessions, so as to alleviate the financial pressure of the residents (Mr CHAN Chun-chung, Jones).

41. Sr Transp Offr/Tsuen Wan of the TD responded that the TD encouraged the KMB to consider the provision of fare concessions subject to availability of resources. The TD would continue to study the resolution to the difficulties in taking buses at Ho Fung College stop with the KMB. The TD had conducted a frequency survey at the bus stop off Ho Fung College from 7:00 a.m. to 9:00 a.m. on 28 December 2017. The result of the survey revealed that the average patronage rate of route no. 47X was from 30% to 91% and that of route no. 48X was from 35% to 95%. There was no left-over of passengers in all trips.

42. AM(P&D) of the KMB responded that the KMB would consider the arrangement of half-empty buses and pick-up en route. The survey conducted by the KMB also revealed that the condition of unstable frequency was unusual and adjustment would be made, with a view to restoring the stable frequency and alleviate the difficulties in taking buses by passengers.

43. The Chairman suggested that the TD should conduct the frequency survey after the holidays in order to reflect the passengers' habit in taking buses accurately. He also hoped that the KMB would deploy staff to assist passengers in boarding buses at the bus stops, so as to alleviate the difficulties in taking buses by passengers.

X Item 9: Request to Provide a Roof Cover for the Bus Stop at Sheung Chui Court
(T&TC Paper No. 52/17-18)

44. The Chairman said that the paper was submitted by the Hon CHAN Han-pan, Ben and that an application for earlier withdrawal from the meeting due to other commitments was submitted by him. Mr NG Chun-yu was tasked to introduce the paper on his behalf. The Chairman approved the application.

45. Mr NG Chun-yu introduced the paper.
46. Sr Transp Offr/Tsuen Wan of the TD responded that the TD had forwarded the captioned proposal upon receipt to the KMB for consideration.
47. Assistant Manager (Operations) of the KMB responded that the KMB noted Members' views and was drafting the engineering report, which would be submitted to the TD upon completion for conducting the public consultation.
48. The views and enquiries of Members were summarised as follows:
- (1) he supported the proposal and hoped that the KMB would also provide the LED display panels showing the estimated arrival time and seats in addition to the provision of cover for bus stops, so as to bring convenience to the passengers in the queue (Mr WONG Wai-kit);
 - (2) he supported the captioned proposal. The T&TC had issued a letter requesting the TD for provision of roof cover and seats at Sheung Chui Court bus stop. It was also hoped that the TD would consider the provision of the LED display panels to facilitate the updates of the estimated arrival time for passengers (Mr MA Ting-hei);
 - (3) he agreed to the captioned proposal and opined that the provision of roof covers at the bus stops would make it easier for the bus companies to manage the queues and the arrival of buses. Passengers could also take shelter from the rain and the bus stops and environs could also be beautified (Mr NG Chun-yu);
 - (4) he supported the captioned proposal. Given the existing bus stops in Sheung Chui Court, he enquired the KMB whether a major roof cover for all bus stops or an individual roof cover for each bus stop would be provided (Mr TAM Hoi-pong);
 - (5) he hoped that the KMB would create a new design for roof cover of bus stop and set aside the space for provision of the electronic devices. He did not raise objection to the KMB for provision of illuminated advertisement boxes at the bus stops but it was necessary to keep the environment clean and tidy (Mr LAM Faat-kang);
 - (6) he enquired about the time needed for the construction of the roof stop cover (Mr KOO Yeung-pong);
 - (7) the pedestrian flow would increase after the in-take of residents at Sheung Chui Court. The passengers also hoped that the roof cover of the bus stop would be provided. He requested the KMB to expedite the construction of the primary facility to bring convenience to the passengers in the queue (Mr MAN Yu-ming); and
 - (8) he enquired whether the KMB would consider the adjustment of the location of the two existing bus stops, so that a major roof cover for all bus stops could be provided (Mr YICK Shing-chung, Angus).
49. Assistant Manager (Operations) of the KMB responded that there were two bus stops outside Sheung Chui Court. It was anticipated that two roof covers should be constructed. However, the number of roof covers to be provided was subject to the distribution of the underground facilities. The KMB would submit the works report upon completion to the TD for public consultation. The works schedule would be determined upon the completion of the public consultation. The KMB noted Members' views on provision of a new style roof cover of bus stop and

installation of the LED display panels showing estimated arrival time of buses and seats.

(Note: Mr WONG Fah-man left the meeting at 4:33 p.m.)

XI Item 10: Request the Transport Department to Shelve the Application of the Rocketing Fare Increase of 14.6% of 404M Immediately, Study the Separation of Green Minibus Route Package of 404M and 405 and Make Referral on the Approval of the Green Minibus Route 404M to the Officials of Tsuen Wan District in order to Safeguard the Rights of the Residents of Riviera Area

(T&TC Paper No. 53/17-18)

50. The Chairman said that the paper was submitted by Mr CHOW Ping-tim. The Secretariat had received the written reply from the TD before the meeting and had distributed it to Members for perusal.

51. Mr CHOW Ping-tim introduced the paper.

52. Sr Transp Offr/Tsuen Wan of the TD responded that the fare of the New Territories green minibus no. 404M had remained unchanged for three years since the fare adjustment in December 2014. Under the existing level of fares, financial loss was incurred from the route package of minibus no. 404M and 405. Having regard to the duly provision of public transport service by the operator whose financial position should remain healthy and upon seeking to balance the acceptability of the new minibus fares, the TD made recommendation on the fare increase rate of the route package of minibus 404M and 405.

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

- (1) he hoped that the TD would provide data of other minibus routes with double digit fare increase for Members' reference after the meeting (the Chairman);
- (2) he enquired the TD on making decision for the fare increase rate by vetting the financial accounts of minibus route nos. 404M and 405 separately or according to the overall surplus or deficit of the financial account of the operator's company (the Chairman);
- (3) she opined that the fare increase rate of 14.6% was relatively high and was not fair to the passengers of no. 404M. She enquired whether the TD could negotiate with the operator to lower the fare increase rate (Ms LAM, Lam Nixie);
- (4) he opined that the TD had not sought views adequately from Members who were not the district councillors of the constituencies concerned and enquired whether the TD would consider shelving the application for fare increase upon receipt of objection from Members of Tsuen Wan District Council (TWDC) (the Vice Chairman); and
- (5) the consultation paper on minibus fare increase had stated the implementation date and it was very close to the deadline of the public consultation. It seemed that there was not much room for discussion. He believed that if no agenda item for the captioned matter was submitted for discussion, the proposal would be implemented as scheduled. Besides, he had been maintaining communication with the operator on the issue of minibus fare. As the residents could hardly

accept the fare increase rate, he resolutely opposed to the application of the fare increase. He hoped that the TD would negotiate with the operator again (Mr CHOW Ping-tim).

54. Sr Transp Offr/Tsuen Wan of the TD responded that the TD would introduce route package after grouping the suitable routes according to the service areas and patronage of various routes for application from operators. This bundled arrangement aimed to ensure that the green minibus service well coped with the needs of the community, so as to avoid the operational inviability arising from some of the routes with unsatisfactory investment returns. The TD would take a basket of factors into account in assessment of the application of fare increase from the green minibus operators, including the financial position of the route concerned in relation to the existing fare and the proposed new fare, service improvement measures proposed by the operators and level of acceptability of the new fare, etc. as to whether the application and adjustment of the increase rate was approved. When considering the application of fare increase, the TD took into account the increase rate by route packages (i.e. route nos. 404M and 405). The TD noted Members' views on the route package of green minibus routes and proposals on separation of tendering. The TD would set out an expected date for implementation in the course of public consultation. However, the TD was still collating the views collected from the public consultation and the implementation of the minibus fare increase was not scheduled for the time being.

55. The Chairman concluded that the TD should note the views of the Members and residents' views on the minibus fares increase. He hoped that the TD would cautiously consider whether there was room for making a downward adjustment of the fare increase rate and provide more relevant information for Members' reference after the meeting.

XII Item 11: Request the KMB to Enhance the Existing Bus Interchange Discount Schemes
(T&TC Paper No. 54/17-18)

56. The Chairman said that the paper was submitted by Mr KOO Yeung-pong, Mr WONG Wai-kit, Ms LAM, Lam Nixie, Ms LAM Yuen-pun, Phyllis and Mr TSANG Tai.

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

(Note: Mr NG Tsan-ming left the meeting at 4:55 p.m.)

58. Sr Transp Offr/Tsuen Wan responded that the TD had consistently encouraged the KMB in writing for provision of interchange concessions where the business environment permitted.

59. AM(P&D) of the KMB responded that the KMB noted Members' views on interchange concessions. Given the proposed interchange bus stops were mostly the busy bus stops such as those on Chung On Street and Fu Wah Street, the KMB needed to review whether the ancillary facilities of relevant bus stops were adequate.

60. The views and enquiries of Members were summarised as follows:
- (1) he was concerned about the interchange arrangements for route nos. 234X and 30X. As the frequency of route no. 30X was relatively lower, passengers had to wait for 20 to 30 minutes for a trip. Hence, he hoped that the KMB would consider the provision of more interchange concessions and shorten the waiting time of passengers (Mr LI Hung-por);
 - (2) he hoped that the KMB would carry out the enhancement measures for bus stops with interchange concessions. For instance, the bus-bus interchange could be made for the trip on route no. 39M and the trip on nos. 40, 48X, 290 and 290A at Tai Ho Road. Hence, he suggested that the KMB should extend the interchange concessions to include the bus stop at Fok Loi Estate, Tai Chung Road (Mr MA Ting-hei); and
 - (3) he hoped that the KMB would take Members' proposals into consideration seriously (Mr WONG Wai-kit).

61. AM(P&D) of the KMB responded that the KMB would carefully study the proposals on interchange concessions from Members, so that a win-win solution could be worked out.

62. The Chairman concluded that it was hoped that the TD and KMB would note Members' views and consider the relevant proposals, so as to make good use of the resources on public transport services.

(Note: Ms LAM, Lam Nixie left the meeting at 5:15 p.m.)

XIII Item 12: Issue about the Impact on the Traffic of Ma Wan brought by the Frequent Traffic Accidents on Tsing Ma Bridge
(T&TC Paper No. 55/17-18)

63. The Chairman said that the paper was submitted by Mr TAM Hoi-pong.

64. Mr TAM Hoi-pong introduced the paper.

65. Officer-in-Charge, District Traffic Team (Tsuen Wan) (OC Dist Traffic Team (TW)) of the Hong Kong Police Force (HKPF) submitted the report of the Traffic Division, New Territories South Regional Headquarters and the figures of traffic accident of Kap Shui Mun Bridge, the elevated road of Ma Wan and Tsing Ma Bridge (i.e. from the western end of Kap Shui Mun Bridge to the eastern end of Tsing Ma Bridge) of Lantau Link as follows:

	Fatalities Involved	Severe Injuries Involved	Minor Injuries Involved	Damage of Property Involved
2015	1 case	4 cases	21 cases	26 cases
2016	0 case	3 cases	23 cases	24 cases
2017	0 case	4 cases	26 cases	32 cases

In addition, among the traffic accidents occurred on Tsing Ma Bridge in 2017, zero case involved fatalities and severe injuries involved, 13 cases involved minor injuries and 15 cases involved damage of property. In 2015, 2016 and 2017, the figures of traffic accidents occurred on Kap Shui Mun Bridge and the elevated road of Ma Wan

and Tsing Ma Bridge of Lantau Link amounted to 76.4%, 71.4% and 76.5% respectively of the total number of accidents of Lantau Link. The road sections concerned were the high speed elevated road and the Traffic Division of the New Territories South Regional Headquarters would conduct rescue according to the specified guidelines. In general, upon receipt of traffic accident reports, the Police would deploy the police officer who stayed the closest to the scene of the traffic accident to bring the situation under control and direct traffic to maintain the roads unblocked, so that ambulances could arrive as soon as possible.

66. Engr/Tsuen Wan 1 of the TD responded that there were different levels of traffic accidents. Minor accidents involved one or more injured person(s) who was/were not hospitalised or was/were hospitalised for not more than 12 hours; serious traffic accidents involved one or more injured person(s) who was/were hospitalised for more than 12 hours; fatal traffic accidents involved one or more injured persons who died within 30 days after the traffic accident. The design of Kap Shui Mun Bridge, the section of elevated road on Ma Wan and Tsing Ma Bridge of Lantau Link had met the design standards of the TD. The road section concerned was within the Tsing Ma Control Area. The contractor concerned was required to deploy rescue vehicles at strategic positions in accordance with the contract requirements, so that these vehicles could move to various locations in the Control Area as soon as practicable in the event of accidents. The contractor would remove the vehicles in the accidents under the instruction of the Police at the scene to divert traffic.

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

- (1) the Government had commenced many public works, including the development of Lantau East and the tunnel from Tuen Mun to the Airport. He hoped that Members would support the works that were beneficial to the people's livelihood, railway system enhancement and tunnel construction (Mr LAM Faat-kang);
- (2) he hoped that the government departments would clear the scene as soon as possible after the accidents in order to keep the main routes unblocked without traffic congestion (Mr CHAN Yuen-sum, Sumly);
- (3) he enquired whether the Police would monitor the speed of vehicles on Tsing Ma Bridge and opined that the clearance work of the scene after the accidents on Tsing Ma Bridge was done slowly. He enquired whether the TD could provide relevant data for reference (Mr TAM Hoi-pong); and
- (4) he believed that the Police would finish clearing the scene according to the conditions of the scene. He hoped that education would be enhanced for drivers to acquire the correct driving attitude in order to avoid accidents (Mr KOO Yeung-pong).

68. OC Dist Traffic Team (Tsuen Wan) of the HKPF responded that the Tsuen Wan Police District could get more information of the follow-up actions taken by the Traffic Division, New Territories South regarding the problem of speeding on Tsing Ma Bridge and report to the T&TC. When handling the traffic accidents, the Police would take corresponding actions according to the seriousness of the accident, the conditions of the road and the safety of the pedestrians.

69. Engr/Tsuen Wan 1 of the TD responded that the road section concerned was situated in Tsing Ma Control Area. The contract stipulated that in case of vehicle breakdown or accidents that did not involve injuries or fatalities, the contractor was required to arrange the staff to arrive at the scene within a specified period of time to carry out the clearance work. The TD would submit relevant paper after the meeting for Members' reference.

(Note: Mr TSANG Tai left the meeting at 5:30 p.m.)

XIV Item 13: 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 19 December 2017)

(T&TC Paper No. 56/17-18)

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

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

- (1) he enquired that whether the project NE/17/02067-67 "Installation of Roadside Railings at Sham Tseng Tsuen Road near Castle Peak Road Sham Tseng Section" would cover the pavement works leading to Sham Tseng Market (Mr NG Hin-lung, Norris);
- (2) he enquired whether the project NE/16/01681-28 "Road Improvement Works and Pavement Facilities (trench pit works) at Fui Yiu Kok Road" would involve the provision of a new vehicular lane and the progress of the project concerned (Mr NG Chun-yu);
- (3) he hoped that the project NE/16/02357-73 "Improvement of Vehicle Access, roadside railings, road and traffic signs opposite Wai Tsuen Road of Luk Yeung Sun Chuen" could commence as soon as possible. If difficulties were encountered, the TD could discuss with the stakeholders in order to expedite the works (Mr LAM Faat-kang);
- (4) he enquired about the progress of the relocation of the underground utilities and details of the planning of the school buses parking spaces under the project NE/17/00461-77 "Widening of Road, Improvement of Roads and Traffic Signs at Castle Peak Road Sham Tseng Section near Rhine Garden" (Mr CHENG Chit-pun);
- (5) he enquired that whether yellow box marking and double yellow lines would be drawn in the vicinity of the projects NE/17/02067-67 and NE/17/02159-52 "Improvement of Pedestrian Aids at Sham Tseng Tsuen Road near Castle Peak Sham Tseng Section" (Mr CHENG Chit-pun); and
- (6) he enquired about the details of the school buses parking spaces and road traffic signs planning options under the project NE/17/00461-77. He hoped that the school buses could be parked at the location and the issue of double parking could be resolved (Mr TAM Hoi-pong).

72. The Chairman said that Members could contact the responsible persons of the departments concerned before the meeting to learn about the planning details of the works and the representatives of the departments concerned could also follow up after the meeting.

73. Dist Engr/Tsuen Wan of the HyD responded that the HyD had completed the trench pit works of the project NE/16/01681-28 in order to tie in with Fui Yiu Kok Road Road Improvement Works and Pavement Facilities. At present, the gazettal of the works was underway. In addition, the HyD had conducted an on-site inspection with the management office of Luk Yeung Sun Chuen regarding the project NE/16/02357-73 and the reply from the Fire Services Department about the temporary traffic arrangements was pending. The works would commence once approval from the departments concerned was granted. In addition, the project NE/17/00461-77 involved relocation of a substantial amount of underground utilities. The HyD was contacting the organisations that provided the public utilities concerned for making arrangements.

74. Engr/Tsuen Wan 1 of the TD responded that the staff members concerned of the TD would discuss the traffic improvement works of Sham Tseng Tsuen Road with Members after the meeting.

XV Item 14: Progress Reports of Working Groups under the Traffic and Transport Committee

(A) Working Group on Tsuen Wan Footbridge Network

75. Mr KOO Yeung-pong reported that according to the information of the HyD, in respect of the footbridges B and C (PWP Item No. 145TB), the HyD had started to conduct the ground investigation of the underground public utilities and tree surveys at Ho Shing Road and Tai Chung Road. The ground investigation of the underground public utilities at Ma Tau Pa Road, Kwan Mun Hau Street and Luen Yan Street had also commenced and a consultant company was to be engaged for the footbridge B. The contract for the main works of the footbridge D (PWP Item No. 164TB) was in effect on 23 May 2017. The Hong Kong and China Gas Company Limited had completed the relocation of the existing gas pipes at the end of July 2017. The HyD's contractors had completed the ground investigation and tree transplantation in September and November 2017 respectively. Apart from the relocation of the existing underground water pipes and cables, the HyD had been following up on the details of the connection of footbridge with the management companies of Tsuen Wan Plaza and Skyline Plaza. In addition, with regard to the proposal of retrofitting of escalators at Tai Wo Hau MTR Station footbridge, the representatives of the HyD had attended the T&TC meetings of the Tsuen Wan and Kwai Tsing District Council in November and December 2017 respectively to give brief on the proposal and seek Members' views thereby. The gazettal would be arranged afterwards. The third meeting of the working group would be held before the 14th meeting of T&TC.

(B) Task Force on Public Transport Network

76. Mr CHOW Ping-tim reported that the Task Force had held its 13th Meeting on 11 October 2017 and its 14th Meeting on 22 November 2017 respectively and continued to follow up and discuss the following nine 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:

The HyD had submitted the application for "Excavation Permit" in respect of the installation of motorcycle parking spaces at Tsuen King Circuit near Block 8 Tsuen King Garden. It was anticipated that the

works could commence in six months. The works for provision of motorcycle parking spaces at Kai Hong Close was expected to be completed in December 2017 and the works for provision of parking space at Hoi Pa Street was expected to be completed in the second quarter of 2018;

- (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:

In respect of the proposal on provision of a 24-hour No-stopping Restriction Zone from Luen Yan Street to Sha Tsui Road, the TD had issued the Works Request Form to the HyD. The HyD anticipated that the works could commence in three or four months upon obtaining the Excavation Permit and approval for the temporary traffic arrangement. The works would take three months. In October 2017, the Police had issued 84 parking tickets to the illegal parking vehicles. As at 20 November 2017, the number of tickets issued was 63 and the situation of illegal parking had slightly improved;

- (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:

The TD had conducted a service survey of the green minibus no. 310M and found that the service was satisfactory in general. The TD would continue to conduct service survey on the frequency of minibus no. 310M. In addition, the KMB reported on the patronage survey conducted at Waterside Plaza bus stop during morning peak hours and found that no left-over of passengers in all trips;

- (4) Request to strengthen enforcement action against illegal parking at the Residents' Service stop off Sai Lau Kok Multi-storey Carpark Building and to work out improvement measures:

The TD would submit the proposal to extend the lay-by on the two sides of the road opposite Sai Lau Kok Multi-storey Carpark Building to the standard width after the meeting;

- (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; as well as requesting 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:

The work for provision of the 24-hour No-stopping Restriction Zones by the HyD from Wing Shun Street to Ma Tau Pa Road and the road section of Ma Tau Pa Road left turn into Texaco Road were expected to commence at the end of December 2017 to early January 2018. The representatives of the TD reported on the TD's views about the proposal regarding Texaco Road left turn into Wing Tak Street and the proposal of the space arrangement at the junction of Wing Shun Street;

- (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:

The HyD would submit applications to the departments concerned upon the completion of relocation work for all underground utilities for the commencement of the Stage II of Wang Lung Street Improvement Works. At the end of October 2017, the TD had reached a consensus on provision of railings and bollards at Lung Tak Street with the stakeholders, who previously raised an objection to the proposal. The Works Request Form had been issued to the HyD and there was no amendment to the contents of works;

- (7) 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 agreed to invite the relevant owners' corporations and the representatives of the government departments to attend its next meeting to give views on the said issue;

- (8) Strongly request the MTR to provide more escalators that connect the ground floor level and the platform to provide further convenience for the Tsuen Wan residents to use the MTR service:

The representative of the MTR reported on the locations and operational arrangements of the escalators, elevators and staircases linking to the station hall in Tsuen Wan West Station. The task force agreed to issue a letter to the MTR requesting for a site visit at Tsuen Wan West Station after the meeting; and

- (9) Members discussed the item to "Request the Transport Department to Make Arrangements by Minimal Alterations on the Routes of Green Minibuses 95M and 96M via the Minibus and Taxi Terminals inside the Carpark Building, including the Provision of Pick-up Points for the Said Green Minibuses at the Two Outermost Driving Lanes off the New Territories Taxi Stand or Minibus and Taxi Terminals inside the Carpark Building, in order to Meet the Change from the Adoption of 19 Seating Capacities for Minibuses".

The 15th meeting of the task force was scheduled for 10 January 2018.

(C) Working Group on Road Safety Education and Promotion

77. The Vice Chairman reported that the Working Group on Road Safety Education and Promotion had held the Lecture on Road Safety Talk in Tsuen Wan District for the Elderly, Exemplary Pedestrians Recognition Day in Tsuen Wan District and Tsuen Wan District Road Safety Carnival. In addition, a meeting for discussion of the arrangement of activities for the next year would be held by the Working Group after the funding allocation of the Working Group in 2018 was approved by the TWDC.

(D) Working Group on Traffic Review and Improvement Plans for Tsuen Wan Road and Associated Junctions (Non-standing)

78. The Chairman reported that Members of the T&TC agreed to set up the Working Group on Traffic Review and Improvement Plans for Tsuen Wan Road and Associated Junctions (Non-standing) for a term of eight months at the T&TC meeting on 6 November 2017. 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. The first meeting of the Working

Group was held on 22 December 2017. After discussion, Members agreed that the HyD should firstly handle the less controversial works, such as the works at Tai Chung Road U-turn Slip-road. The Working Group would discuss the long-term improvement works upon receipt of the latest information from the TD.

XVI Item 15: Any Other Business

79. Mr NG Hin-lung, Norris said that there was a serious problem of illegal road racing at Castle Peak Road and Tuen Mun Road. He hoped that the Police would step up the enforcement to tackle the problem, with a view to minimising the impacts to the residents in the vicinity.

80. The Chairman said that the New Territories South District of the Police was responsible for the matter of the illegal road racing at Castle Peak Road and Tuen Mun Road. Members could submit the discussion paper in the next meeting if necessary.

81. Members noted the contents of the following information paper:
(1) Financial Statement of Traffic and Transport Committee as at 19 December 2017
(T&TC Paper No. 57/17-18).

82. The Chairman reminded Members that the next meeting was scheduled for 5 March 2018 (Monday) and the deadline for submission of paper was 14 February 2018.

XVII End of the Meeting

83. There being no other business, the meeting was adjourned at 5:58 p.m.

Tsuen Wan District Council Secretariat
February 2018