

(Translation)

Minutes of the 14th Meeting of Traffic and Transport Committee (6/17-18)

Date: 5 March 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
Mr KOO Yeung-pong, MH
Mr NG Hin-lung, Norris
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 Regine Hui-yu
Mr FUNG Cheuk-sum
Mr TSANG Tai

Government Representatives

Mr LUI Sui-hung, Eddie

Ms TSE Che-ching, Maria

Mr YUEN Ting-fung, Jacky

Mr CHEUNG Kim-hung, Michael

Mr CHONG Kwok-wai

Mr CHAN Siu-wan, Wallace

Mr LI Pui-sang

Miss TAI Tsz-yan, Angie

Officer-in-Charge, District Traffic Team (Tsuen Wan), Hong Kong Police Force

Senior Transport Officer/Tsuen Wan, Transport Department

Engineer/Tsuen Wan 1, Transport Department

Engineer/Tsuen Wan 2, Transport Department

District Engineer/Tsuen Wan, Highways Department

Town Planner/Tsuen Wan 1, Planning Department

Contractor Project Coordinator/2 (New Territories West), Civil Engineering and Development Department

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 3

Ms WONG Yee-lin, Elaine	Engineer/Consultants Management 13, Drainage Services Department
Mr NG Ming-lau	Resident Engineer, Atkins China Ltd
Mr CHEUNG Tak-hung	Site Agent, Po Wing H. P. Drainpipe & Construction Company Limited

For discussion of item 4

Mr CHEUNG Cheuk-wai, Jeffrey	Senior Transport Officer/Bus/NTW, Transport Department
Ms WONG Wing-chow, Cherry	Transport Officer/Bus/NTW, Transport Department
Mr SO Wai-kay	General Manager (Corporate Planning & Business Development), Kowloon Motor Bus Company (1933) Limited
Mr WONG Yu-ting	Assistant Manager (Operations), Kowloon Motor Bus Company (1933) Limited
Mr Jeff POON	Manager/Traffic Operations, Long Win Bus Company Limited
Mr Rayson LAW	Planning and Support Officer I, Long Win Bus Company Limited

For discussion of item 10

Mr TSE Hing-chit	Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department
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Absent:

Members

The Hon TIEN Puk-sun, Michael, BBS, JP
Mr LI Hung-por

Co-opted Member

Mr CHAN Tak-chun

The Meeting

I Opening Remarks and Introduction

The Chairman welcomed the Members, Co-opted Members and representatives from the government departments and corporations to the 14th meeting of the Traffic and Transport Committee (T&TC) and introduced Mr YUEN Ting-fung, Jacky, who succeeded Mr LAM Chun-cheuk, Tim as Engineer/Tsuen Wan 1 (Engr/Tsuen Wan 1) of the Transport Department (TD).

2. The Hon TIEN Puk-sun, Michael was absent with apologies.

3. 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 remarks once for each agenda item. Each Member could speak up to three minutes each time.

II Item 1: Confirmation of Minutes of the Meeting held on 8.1.2018

4. 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

5. The Chairman said that there were no matters arising from the minutes of the previous meeting.

IV Item 3: DC/2017/03 - Upgrading of West Kowloon and Tsuen Wan Sewerage - Phase 1

(T&TC Paper No. 60/17-18)

6. The Chairman said that the paper was submitted by the Drainage Services Department (DSD) and introduced the following representatives from the DSD and consultant companies who would brief Members on the agenda item:

- (1) Ms WONG Yee-lin, Elaine, Engineer/Consultants Management 13 (Engr/Consultants Mgt 13), DSD;
- (2) Mr NG Ming-lau, Resident Engineer, Atkins China Ltd; and
- (3) Mr CHEUNG Tak-hung, Site Agent, Po Wing H. P. Drainpipe & Construction Company Limited.

(Note: Mr NG Tsan-ming joined the meeting at 2:43 p.m. Mr CHOW Ping-tim joined the meeting at 2:48 p.m.)

7. Engr/Consultants Mgt 13 of the DSD and Resident Engineer of the Atkins China Ltd introduced the paper.

(Note: The Hon CHAN Han-pan, Ben joined the meeting at 2:57 p.m. Mr KOT Siu-yuen joined the meeting at 3:10 p.m.)

8. The views and enquiries of Members were summarised as follows:
- (1) she supported the implementation of the project as soon as possible and hoped that the DSD would provide the contact information of the project responsible person for Members to follow up on the progress and unexpected situations of the project (Ms LAM, Lam Nixie);
 - (2) he enquired whether there would be road closure during the works period; if yes, he was worried that it might lead to serious traffic congestion, and enquired whether the departments concerned would conduct a trial run of the road closure to assess the impact of this measure (Mr KOO Yeung-pong);
 - (3) he was concerned about the works schedule, including the contractor's arrangement of the commencement of the works as scheduled and the problem of illegal parking at Market Street arising from the road closure and its solution. He also hoped that the contractor would make proper traffic arrangements during the period of the works and that the Police would step up the enforcement action against illegal parking (Mr WONG Wai-kit);
 - (4) they enquired how the DSD assessed the effectiveness of the trial run of road closure and whether it would formulate the backup or contingency plans for traffic arrangements during the works period to ensure that the traffic in the district would not be affected by the road closure (Mr CHAN Sung-ip, Mr MAN Yu-ming and Mr NG Hin-lung, Norris);
 - (5) he hoped that a response team would be formed during the works period in order to cope with unexpected incidents and make appropriate traffic arrangements (Mr NG Hin-lung, Norris);
 - (6) Wo Tik Street was near to the market. He hoped that the department would pay attention to the impact on the traffic in the surrounding area brought by the works. He also enquired about the time of starting and finishing the works daily in order to learn about the noise nuisance brought to the residents nearby by the works (Mr NG Chun-yu);
 - (7) he enquired about the schedule of the construction works in Chung On Street. He was worried that serious traffic congestion would be brought to the surrounding areas by the works and hoped that the Police would step up inspections (Mr MA Ting-hei);
 - (8) he enquired whether the shop owners and residents nearby had been contacted and briefed on the details of the works (the Chairman);
 - (9) he was concerned about the works planning, ground investigation and implementation arrangement of the works. He was worried that the project would be delayed if the contractor was unable to commence the works as scheduled after the road closure. He hoped that the consultant companies, contractors and DSD would duly supervise the works (the Hon CHAN Han-pan, Ben);
 - (10) she requested the consultant companies to give early notification to Members for follow-ups if the green minibus (GMB) stand would be relocated after the trial run of the road closure. She also hoped that the DSD would follow up on the sewerage programme of the areas around Kwong Pan Tin Tsuen and Lo Wai (Ms LAM Yuen-pun, Phyllis);

- (11) he hoped that the stakeholders would be informed of the relevant implementation arrangements of the works prior to the commencement of the works (the Vice Chairman); and
- (12) he hoped that the DSD would notify the affected residents' coach operators and housing estates and enquired the Police about how it would tie in with the traffic arrangement for enhance traffic management (Mr WONG Wai-kit).

9. Site Agent of Po Wing H. P. Drainpipe & Construction Company Limited responded that the contractors would put up the emergency contact information at the construction site for direct contact with the responsible persons by the general public. The works concerned would be carried out in phases. It was expected that the temporary traffic arrangements in Wo Tik Street would be implemented from 19 March 2018 for 14 days and the temporary traffic arrangement in Market Street and Hoi Pa Street would be implemented from 26 March 2018 for 8 days. The works at these locations would be carried out without delay after the trial run was duly completed. The DSD had already enhanced the existing temporary traffic arrangements and minimised the areas of road closure as far as possible, so as to reduce the impact on the residents and traffic loading. Moreover, two lanes along Market Street would be reserved to ensure the smooth traffic. Due to the relatively large-size underground stormwater drainage pipe in Chung On Street, the DSD was still enhancing the temporary traffic arrangements, with a view to minimising the works area. Therefore, the works concerned would be carried out at a later stage.

10. Resident Engineer of the Atkins China Ltd responded that the contractors would launch the works during the same period for completing the works as soon as possible and minimising the impact on residents. The consultant companies had also conducted a traffic impact assessment of the surrounding areas for the project, minimised the works area to one lane of the carriageway and prepared for the backup plans. For example, if an incident occurred in Wo Tik Street, the motorists would be advised to take a detouring route to Chuen Lung Street before entering Wo Tik Street and the traffic signs would be placed at the scene for direction of traffic in the event of an unexpected situation. Moreover, the DSD had duly taken up the liaison work at district level, including informing the shop owners, GMB operators, schools and estate management offices nearby of the works arrangement concerned

11. Officer-in-Charge, District Traffic Team (Tsuen Wan) (OC Dist Traffic Team (Tsuen Wan)) of the Hong Kong Police Force (HKPF) responded that the Road Management Office (RMO) of the New Territories South Regional Headquarters would form a Traffic Management Liaison Group with the DSD, TD and contractors during the works period to review the progress of the works regularly and put forth contingency plans as and when necessary. In case of traffic accidents, the Tsuen Wan District of the HKPF would tie in with the work of the RMO of the New Territories South Regional Headquarters to reduce the impact on residents.

12. The Chairman concluded that the DSD and consultant companies noted Members' concern on implementation of the works. He hoped that the consultant companies

would submit the relevant contact information to the Secretariat after the meeting for Members' follow-up work. He also requested the Police to step up inspections during the works period to assist in the completion of the project as soon as possible.

V Item 4: Bus Route Planning Programme 2018-2019 for Tsuen Wan District
(T&TC Paper No. 61/17-18)

13. The Chairman said that the paper was submitted by the TD. He introduced the following representatives from the TD and bus companies who would brief Members on the agenda item:

- (1) Mr CHEUNG Cheuk-wai, Jeffrey, Senior Transport Officer/Bus/NTW (Sr Transp Offr/Bus/NTW) of the TD;
- (2) Ms WONG Wing-chow, Cherry, Transport Officer/Bus/NTW (Transp Offr/Bus/NTW) of the TD;
- (3) Mr SO Wai-kay, General Manager (Corporate Planning & Business Development) (GM(CP&B)) of the Kowloon Motor Bus Company (1933) Limited (KMB);
- (4) Mr WONG Yu-ting, Assistant Manager (Operations) of the KMB;
- (5) Mr LEUNG Wang-cheong, Assistant Manager (Operations) of the KMB;
- (6) Ms Peggy WONG, Assistant Manager (Planning and Development) (AM(P&D)) of the KMB;
- (7) Mr Jeff POON, Manager/Traffic Operations of the Long Win Bus Company Limited (Long Win); and
- (8) Mr Rayson LAW, Planning and Support Officer I of the Long Win.

(Note: Mr WONG Fah-man joined the meeting at 3:25 p.m.)

14. Sr Transp Offr/Bus/NTW of the TD introduced the paper.

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

- (1) they requested for all trips of Route No. A31P to run via Tsing Lung Tau because the residents' demand in Tsing Lung Tau was still not satisfied even when the existing service of the route had been increased to four departures a day (Mr NG Hin-lung, Norris, Mr CHENG Chit-pun, Ms LAM, Lam Nixie and Mr WONG Wai-kit);
- (2) he had been striving for all trips of Route No. A31P to run via Tsing Lung Tau since 2016. The relevant motion was adopted at the T&TC meeting in November 2016. In 2017, the Long Win agreed to deploy additional resources to operate special frequencies of the route. However, the TD only arranged four additional frequencies of Route No. A31P to run via Tsing Lung Tau in the Bus Route Planning Programme 2018-2019 for Tsuen Wan District (BRPP). He hoped that the TD would respond to the aspiration of the residents in Tsing Lung Tau by providing an all-day bus service running to and from the airport (Mr NG Hin-lung, Norris);
- (3) he requested for some of the trips of Route No. A31P to run via the roundabout at Phase 1, Sea Crest Villa (Mr NG Hin-lung, Norris);

- (4) he hoped that the service of Route No. NA30 would be resumed for passengers travelling to and from the Lantau Island during late night (Mr NG Hin-lung, Norris);
- (5) Route No. 234D had often been full and he hoped that additional frequencies would be provided at the earliest possible (Mr NG Hin-lung, Norris);
- (6) he requested for operating a new Route No. 261C which departed from Tuen Mun via Sham Tseng and welcomed the provision of additional frequencies of Route No. 261B. He hoped that the service of Route No. 261B would be extended to cover the entire peak hours and that the return trips in the evening and during public holidays of Route No. 261B would be provided (Mr NG Hin-lung, Norris);
- (7) he requested for provision of additional service of Route No. X962B by increasing the frequencies of Route No. 962B (Mr NG Hin-lung, Norris);
- (8) he requested for additional service of the bus routes operating during late night and hoped that the bus of the first departure of Route No. N260 would reach the urban area (Mr NG Hin-lung, Norris);
- (9) he welcomed the provision of the new bus service heading to Sham Tseng and Tsing Lung Tau during late night and proposed to provide special frequencies of Route No. N260 at 2:05 a.m. and 2:35 a.m. (Mr CHENG Chit-pun);
- (10) he welcomed the provision of the additional frequencies of Route No. 261B and hoped that one additional return trip would be provided (Mr CHENG Chit-pun);
- (11) he requested for adjustment of the headways of Route No. 234D in order to serve more passengers (Mr CHENG Chit-pun);
- (12) she enquired the TD about its standard for “increasing service frequency subject to the passenger demand” and wished to learn about the timetable of the TD for increasing the service frequency (Ms LAM, Lam Nixie);
- (13) since 2011, she had been strongly requesting the Long Win for the provision of an airport bus route running via all housing estates along the entire Castle Peak Road. Although the bus company had provided the services of the airport bus routes after many discussions, the services did not cover Tsing Lung Tau. Hence, she hoped that the bus company would seriously consider the enormous passenger demand in Tsing Lung Tau and make arrangement for provision of all-day service of Route No. A31P which ran via Tsing Lung Tau (Ms LAM, Lam Nixie);
- (14) he welcomed the provision of additional frequencies of Route No. 47B and hoped that the bus route would run via Cheung Shan Estate (Mr CHAN Chun-chung, Jones);
- (15) he welcomed the introduction of Route No. 936A plying between Shek Wai Kok and Causeway Bay. He hoped that Route No. 936A would be put into service at the earliest possible (Mr CHAN Chun-chung, Jones);
- (16) he strived for Route Nos. 49X and 48X to run via Shek Wai Kok Estate (Mr CHAN Chun-chung, Jones);
- (17) he requested for extending Route No. 40P into an all-day service and introducing an airport bus route for Tsuen Wan East (Mr CHAN Chun-chung, Jones);

- (18) he enquired about the reasons that Route No. 32H had not yet commissioned (Mr CHAN Chun-chung, Jones);
- (19) he welcomed the plans of enhanced frequencies of Route Nos. 234D and 40. He hoped that the plans would be launched at the earliest possible and the frequencies would be increased according to the patronage (Mr WONG Wai-kit);
- (20) he enquired how the frequency of Route No. 40P could be increased without increasing the number of buses for the route (Mr WONG Wai-kit);
- (21) he opined that the mere increase of two departures of Route No. N260 was not enough. He strived for the further increase in the frequencies of Route No. N260 and provision of additional bus stops for alighting passengers at Phase 3, Belvedere Garden and the bus terminus at Bayview Garden, so as to bring convenience to the residents who returned during late night (Mr WONG Wai-kit);
- (22) he requested for an increase in the number of buses for Route No. A31P and proposed that Bus Route No. A31P should run via the places without airport bus service in Tsuen Wan district, including Allway Gardens (Mr WONG Wai-kit);
- (23) there was a strong request from the residents of Hong Kong Garden and Phase 4, Sea Crest Villa for an increase of at least two departures during morning peak hours at 7:10 a.m. and 7:30 a.m. respectively as well as one return trip departing at 6:45 a.m. for Route No. 234D. She hoped that the TD would materialise their requests during the year (Ms FAN Regine Hui-yu);
- (24) she thought that it was improper to include the proposed increase of return trip of Route No. 48P, which had been set out in the BRPP 2017-2018, in the BRPP 2018-2019 again (Ms FAN Regine Hui-yu);
- (25) the service hour of Route No. 48P heading to Wo Che in the morning was half an hour only. Hence, she requested the bus company to increase the frequencies of Route No. 48P at 7:30 a.m. and 8:00 a.m. as well as at 6:00 p.m. and 6:30 p.m. (Ms FAN Regine Hui-yu); and
- (26) Hong Kong Garden and Phase 4, Sea Crest Villa were not at the good locations and it was difficult for the residents to take minibuses or buses during peak hours. Therefore, she proposed to extend Route No. 234B to depart at Hong Kong Garden and increase the frequencies and concessions of long haul bus routes running via Phase 4, Sea Crest Villa, such as increasing the frequencies of Route No. 48P as well as providing interchange concession and sectional fares for Route No. 234D (Ms FAN Regine Hui-yu).

16. Sr Transp Offr/Bus/NTW of the TD responded as follows:

- (1) regarding the bus service for Tsing Lung Tau/Sham Tseng, the increase of frequency of Route No. 48P was a confirmed programme last year and would be implemented before long. The route of Route No. 48P would be adjusted in BRPP 2018-2019, i.e. extending the route and relocating the terminus in Sha Tin district to Fo Tan. The TD had noted Members' views on this year's proposal about Route Nos. A31P, 234D, 261B, 962B and N260 and other views in relation to the bus services for Tsing Lung Tau/Sham Tseng. The

TD and bus companies would continue to monitor the changes in passenger demand for bus routes in Tsing Lung Tau/Sham Tseng and timely review the service arrangements;

- (2) regarding the proposed items for “increasing service frequency subject to the passenger demand”, the TD anticipated that the patronage of the routes concerned would continue to grow. If the BRPP gained support, the TD and bus companies would implement the BRPP according to the actual situation;
- (3) regarding the bus service for Cheung Shan and Shek Wai Kok, the TD would take into account the impact on existing passengers brought by the changes and the feasibility of the operation of bus driving routes when considering making changes to the bus routes. The TD noted the Members’ views on advising more bus routes running via Cheung Shan and Shek Wai Kok;
- (4) the TD was in collaboration with the KMB to make preparation of introducing Route No. 32H and strive for putting the bus route into service shortly; and
- (5) the TD noted and would draw reference from Members’ views on other areas, such as the increase of bus routes frequencies. In general, if the occupancy rate of the bus route reached 85% in the busiest one hour during the peak period, the TD would consider enhancing the service of the bus route.

17. GM(CP&B) of the KMB responded that the KMB noted Members’ views and would study with the TD again whether the passenger demand was met.

18. AM(P&D) of the KMB responded that the KMB would review the vehicle and manpower resources and implement the proposals as set out in the BRPP at the earliest possible. As for the bus routes without return trip service such as Route No. 261B for the time being, the KMB would consider the relevant suggestions by reviewing the patronage during morning peak hours. Besides, as there was a time lag for the last departure between Route Nos. N260 and 53 as well as between Route Nos. 234A and 234B, the KMB would examine the bus schedules. In addition, a 15 to 20 minutes headway was operated during peak hours for Route No. 40. The KMB would increase the frequency of Route No. 40 during peak hours, so that the bus service could be improved without allocating additional vehicles. Moreover, as there was no location suitable for provision of a bus terminus at Hong Kong Garden, the KMB still needed to carefully study with the TD about the proposal of extending the Route Nos. 234A and 234B to Hong Kong Garden as well as the proposal of providing interchange concessions or two-way sectional fares for Route Nos. 234D and 48P.

19. Manager/Traffic Operations of the Long Win responded that the Long Win noted Members’ views and would study the feasibility of the relevant proposals in detail.

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

- (1) he enquired about the implementation schedule for the whole-day service of Route No. 934 (Mr MA Ting-hei);
- (2) he hoped that Route No. A31P would depart from Allway Gardens and run via Tsing Lung Tau for all of its trips to improve the airport bus service in the area (Mr MA Ting-hei);

- (3) he enquired about the latest progress of the proposed introduction of a bus route plying between Tsuen Wan and Yau Tong in response to the population growth in Tsuen Wan 5 and Tsuen Wan 6 (Mr MA Ting-hei);
- (4) he suggested that Route No. 48P should run via Shek Wai Kok Estate to relieve the lost trips of Route No. 43X (Mr MAN Yu-ming);
- (5) he urged for the early implementation of a whole-day service of Route No. 936 and supported Route No. 936A to skip northeast of Kwai Chung to shorten the journey time (Mr MAN Yu-ming);
- (6) he requested for the provision of a whole-day round-trip bus service of Route No. 40P in view of the keen demand for the service of this route (Mr MAN Yu-ming);
- (7) the Long Win hoped that the frequencies of Route No. A31P which ran via Tsing Lung Tau would be increased gradually in order to reduce the impact on the existing passengers. However, he opined that the provision of a whole-day airport bus service was the only way to duly respond to the aspirations of the residents in Tsing Lung Tau (the Hon CHAN Han-pan, Ben);
- (8) the residents in the areas around Castle Peak Road were not benefitted from the fare concession at Siu Lam bus-bus interchange and lack of comprehensive airport bus service. He proposed to set up a task force to discuss the traffic ancillary facilities of Castle Peak Road and duly follow up on the aspirations of the residents in the area. He also hoped that the TD and bus companies would tackle the traffic problems in the area more actively (the Hon CHAN Han-pan, Ben);
- (9) she commended the KMB for making adjustment to the frequency of Route No. 40 according to the passenger demand and hoped that the KMB would continue to monitor the changes in patronage in order to meet the passenger demand (Ms LAM Yuen-pun, Phyllis);
- (10) she had been striving for arranging some trips of Route No. 39A to run from Tai Chung Road to the Tsuen Wan West MTR Station since 2013 in order to meet the demand of the residents in Allway Gardens for commuting during peak hours. She was discontented with the TD which only said that the proposal was feasible but no concrete plan was put forth (Ms LAM Yuen-pun, Phyllis);
- (11) she strived for Route No. A31P running via Allway Gardens (Ms LAM Yuen-pun, Phyllis);
- (12) she proposed to increase the frequency of Route No. 39M from bus stop at Lik Sang Plaza during peak hours and to adjust the departure time of Route Nos. 30, 30X, 39A and 39M in order to direct the flow of the waiting passengers (Ms LAM Yuen-pun, Phyllis);
- (13) she proposed to implement the interchange concession as soon as possible for interchanging from Route No. 234X to Route No. 39M (Ms LAM Yuen-pun, Phyllis);
- (14) he hoped that the TD would provide a schedule setting out the planning programmes of all bus routes in Tsuen Wan district for Members' discussion (Mr CHOW Ping-tim);

- (15) he enquired about the reasons for only one trip of Route No. 38B could be arranged for both destinations of the route and whether the frequency would be increased in future to meet the public demand (Mr CHOW Ping-tim);
 - (16) he proposed to provide the new express service for the return trip of Route No. 238X in order to alleviate the full occupancy (Mr CHOW Ping-tim);
 - (17) he clarified that only the owners' committee of either Riviera Gardens or Waterside Plaza could conduct consultation on behalf of the residents in the waterfront. The TD and bus companies should learn that residents' views came first. The views from other organisations did not represent the views of the residents in this area (Mr CHOW Ping-tim); and
 - (18) he enquired about the reasons for provision of only two additional trips for the overnight bus service of Route No. NA31. He opined that the interval between the two trips was too long. He hoped that the frequency of overnight bus service of this route would be increased (Mr LAM Faat-kang).
21. Sr Transp Offr/Bus/NTW of the TD responded as follows:
- (1) the TD had extended the service hours of Route No. 934 in the morning and evening since December 2017 and would continue to keep in view the passenger demand of the route. The TD would review the existing service arrangement with the bus company according to the circumstances;
 - (2) the TD at this stage proposed to increase four trips running via Tsing Lung Tau respectively for Route No. A31P heading towards the airport and Tsuen Wan. If the proposal gained support, the TD would continue to keep in view the changes in passenger demand after implementing the proposal and timely review the service arrangement with the bus company;
 - (3) the airport bus routes mainly ran via the town centre and trunk roads, so that a higher frequency could be maintained with the support of a more concentrated patronage and the travelling time for the passengers could be saved. The existing bus routes plying between Tsuen Wan and the airport had covered a number of communities in the district. Passengers could make optimal use of the Octopus card interchange concession for making interchange between the airport bus routes of the Long Win (i.e. the "A" routes) and the bus routes of the KMB. The TD and the bus company would continue to keep in view the situation of airport bus service and review the service arrangement concerned timely;
 - (4) regarding the proposal on introduction of the bus route running via Shek Wai Kok Estate, the TD had to consider whether the corresponding services had already been provided under the existing public transport network. Nevertheless, the TD would continue to keep in view the passenger demand for and the respective service of the existing bus routes in the areas around Shek Wai Kok and review the service standards and arrangements with the bus companies timely;
 - (5) the time of the frequencies of Route No. NA31 was specifically set for the provision of the express service for passengers travelling to and from the airport during late night when passenger demand was higher. Outside the service hours of Route No. NA31, passengers might travel by Route No. N31,

which was an overnight bus service plying between the airport and Tsuen Wan;

- (6) the TD was now working with the KMB to explore corresponding measures to cater for the needs of the residents of Tsing Lung Tau to visit the urban areas by interchanging to other bus routes; and
- (7) regarding the service arrangement of other existing bus routes, the TD would closely keep in view the demand for these routes and consider making appropriate adjustments with the bus companies if necessary, such as enhancing the services through allocation of additional resources.

(Note: The Hon CHAN Han-pan, Ben left the meeting at 4:15 p.m.)

22. GM(CP&B) of the KMB responded that the number of passengers travelling from Tsuen Wan to East Kowloon had increased substantially because of the population growth and the KMB would respond actively to cater for the passenger demand. Regarding the progress of the bus route plying between Tsuen Wan and Yau Tong, the bus companies would provide the interchange concessions or re-route to meet the passenger demand. The KMB would also actively discuss the provision of an all-day bus service for Route No. 934 with the TD.

23. AM(P&D) of the KMB responded that the KMB would study the proposals on provision of special trips for some bus routes such as Route No. 238X. On 22 January 2018, the KMB had launched a trial run of re-routing Route No. 34 to travel to Tsuen Wan West Station via Tai Chung Road. If the trial run was proved to be effective, the KMB and TD would consider the proposal on making arrangement for Route No. 39A to travel to Tsuen Wan West Station via Tai Chung Road.

24. Manager/Traffic Operations of the Long Win responded that the Long Win had been committed to optimising the airport bus network since mid 2016 through minimising the journey time when designing the bus routes, with a view to providing the passengers with a simple and speedy airport bus service. The Long Win introduced Route No. NA31 in April 2017, which initially only one trip departing from Tsuen Wan to the airport was provided at 4:55 a.m. With the gradual increase in patronage and the popularisation of the budget airline services, an additional trip bounding for the airport had been provided at 4:30 a.m. since February 2018. The Long Win would continue to keep in view the changes in patronage and allocate additional resources to enhance its services according to the needs.

25. The Chairman responded that the term of office of a non-standing working group was eight months only and the various traffic problems of Castle Peak Road could not be thoroughly discussed within this period. After discussion, Members agreed to continue to discuss the above-mentioned issues at the meetings of the Task Force on Public Transport Network.

26. The views and enquiries of Members were summarised as follows:
- (1) he hoped that the department and bus companies would improve the morale and remuneration of the bus drivers (Mr CHAN Yuen-sum, Sumly);
 - (2) he strived for the airport buses to run via Lei Muk Shue Estate, Cheung Shan Estate, Shek Wai Kok Estate and the vicinity of Kwok Shui Road as well as a whole-day bus service of Route No. A31P in order to bring convenience to the residents who worked at the airport or travelled abroad (Mr CHAN Yuen-sum, Sumly);
 - (3) he proposed to review the problems of lost trips and unstable frequencies of Route Nos. 46X, 47X and 48X, particularly during peak hours (Mr CHAN Yuen-sum, Sumly);
 - (4) he proposed to improve the locations of the bus terminus of Route Nos. 36A and 36B in order to attract more passengers (Mr CHAN Yuen-sum, Sumly);
 - (5) the residents of Tsing Lung Tau petitioned every year, but the TD rejected the residents' aspirations on various grounds every year. He opined that a trial run of one trip of Route No. A31P running via Tsing Lung Tau a day which helped prove that a reasonable journey time could be maintained would not cause any inconvenience. He hoped that the TD and bus company would reconsider the demand of residents (Mr NG Chun-yu);
 - (6) the bus fares of Route Nos. NA31, A31 and N31 were \$33, \$18.9 and \$21.6 respectively. In this connection, he enquired about the reasons for the higher bus fare of Route No. NA31 and hoped that the bus fare of Route No. NA31 would be reduced (Mr NG Chun-yu);
 - (7) the residents in Shek Wai Kok and Cheung Shan Estate had a keener demand for visiting East Kowloon than Causeway Bay. Objection was raised to the relocation of bus stop of Route No. 936 to Shek Wai Kok (the Vice Chairman);
 - (8) he proposed to provide the overnight bus service for Route No. N36 in order to bring convenience to the residents who commuted for work by buses (the Vice Chairman);
 - (9) he proposed to provide the sectional fares for Route Nos. 36M and 36A at the en route stops in Kwai Fong (the Vice Chairman);
 - (10) he proposed to increase the frequencies of Route Nos. 46X and 47X (the Vice Chairman);
 - (11) he proposed to provide the sectional concession of Route No. 36 for the bus routes heading to Tsuen Wan at the en route stop on Wo Yi Hop Road (the Vice Chairman);
 - (12) he proposed to provide the sectional fare concession and return trip service for Route No. 73P (Mr YICK Shing-chung, Angus);
 - (13) as there were only four return trips of Route No. 40P, some passengers could not catch the return trips to Tsuen Wan. He hoped that a whole-day return trip service for Route No. 40P would be provided (Mr FUNG Cheuk-sum);
 - (14) the airport bus services for the residents in Tsuen Wan East, including Shek Wai Kok, Cheung Shan and Lei Muk Shue Estate should be provided (Mr FUNG Cheuk-sum);

- (15) he strived for the introduction of bus service departing from Tsuen Wan to Hong Kong Island East (Mr TAM Hoi-pong);
- (16) he suggested that the TD should consider the demand of the residents in Shek Wai Kok Estate for going to the Hong Kong Island in the morning and the opinions of the district councillors of the constituencies concerned before relocating the bus terminus of Route No. 936 (Mr TAM Hoi-pong); and
- (17) he proposed to enhance the training on the driving attitude of bus drivers in order to elevate the bus service level (Mr LAM Hin-fai).

27. Sr Transp Offr/Bus/NTW of the TD responded as follows:

- (1) the TD should consider the efficiency of the overall bus service when preparing for the BRPP. The resources would be allocated and rationalised if necessary, with a view to providing passengers with a stable and reliable bus service;
- (2) the TD had gradually expanded the service area of the airport bus service over the past years and the bus companies had also provided the interchange concessions to meet the passengers' needs to travel to and from the airport;
- (3) regarding the bus fares of Route Nos. NA31 and 73P, they did not exceed the ceiling stipulated in the approved scale of fares. The TD also encouraged the bus companies to provide the fare concessions including the sectional fares for passengers;
- (4) under the existing public transport policy, the rail system was the major public transport mode and the residents in Tsuen Wan could reach Hong Kong Island East by MTR. The TD would keep in view the passenger demand and modes of commuting and would review the service arrangements of cross-harbour buses of Tsuen Wan district with the bus companies;
- (5) the TD would continue to keep in view the passenger demand of the existing bus routes and discuss the proposals on enhancement of service with the bus companies after the targeted patronage was met; and
- (6) the TD would take note of and draw reference from other views raised by Members.

28. GM(CP&BD) of the KMB responded that the TD had amended the work guidelines for bus captains to shorten the driving hours so as to give bus captains more rest breaks. Besides, the KMB had advanced the discussion with its staff on the optimisation of the pay adjustment mechanism for bus captains and would strengthen staff training, with a view to enhancing the bus service level.

29. AM(P&D) of the KMB responded that the KMB would review the timetable and driving arrangements of Route Nos. 46X, 47X and 48X in order to address the problem of unstable frequencies. Sectional fares would be provided for Route No. 73P and the KMB would list out clearly when it was put into practice. The KMB also noted Members' views on the provision of return trips. Besides, the KMB would continue to study with the TD the service arrangement of the bus plying between Tsuen Wan and Hong Kong Island East. Route No. 38B was one of the programmes under the BRPP 2017-2018. Given the short period of time since the bus service was introduced, the

patronage was still growing. The KMB would closely keep in view the changes in patronage of the route and timely review the demand for additional frequencies and return trips.

30. Manager/Traffic Operations of the Long Win responded that a whole-day airport bus service of Route No. A31P was provided at present and the journey time of each trip was 60 minutes. Under the BRPP 2018-2019, the Long Win would provide six additional trips of Route No. A31P running via Tsing Lung Tau.

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

- (1) he hoped that the TD and Long Win would seriously consider Members' views on Route No. A31P and enhance the existing proposal without muddling through (Mr WONG Wai-kit);
- (2) he enquired whether Route No. N260 could be arranged to enter Belvedere Garden via Hoi Hing Road (Mr WONG Wai-kit);
- (3) Route Nos. 936 and 936A were not well-planned. He suggested that a new bus route departing from Shek Wai Kok Estate should be introduced and no adjustment should be made to the existing bus routes (Mr WONG Wai-kit);
- (4) a whole-day bus service of Route No. 934 should be provided and the terminus of the new bus route was proposed to be provided at Golden Villa on Castle Peak Road (Mr WONG Wai-kit);
- (5) the interchange concessions for interchanging from Route No. 48X to Route Nos. 290 and 290A should be implemented (Mr WONG Wai-kit);
- (6) he opined that the arrangement for the implementation of Route No. 38B was not satisfactory. Besides, the provision of bus services of departures from both destinations merely in the morning and evening could not cater for the needs of students who went to school in Sha Tin by taking the bus from 7:00 a.m. to 7:15 a.m. In this connection, he enquired about the justifications for adjusting and increasing the frequency (Mr CHOW Ping-tim);
- (7) he requested for provision of overnight bus service for the waterfront area (Mr CHOW Ping-tim);
- (8) he proposed to provide an additional bus route from Shek Wai Kok to Tsuen Wan (Mr NG Chun-yu);
- (9) she proposed to extend the service hour of Route No. 52X (from Mong Kok to Tuen Mun) from 12:35 a.m. to 1:00 a.m. (Ms FAN Regine Hui-yu);
- (10) she hoped that the bus company would conduct earlier the trial run of Route No. A31P running via Tsing Lung Tau during peak hours. If the trial run was proved to be effective, the frequency to Tsing Lung Tau could be increased to eight trips every day (Ms FAN Regine Hui-yu);
- (11) he opined that the existing bus service from Sham Tseng and Tsing Lung Tau to Yau Tsim Mong and Hong Kong Island East was inadequate. Passengers could not go to these places directly. Therefore, he proposed to study the introduction of bus service from Sham Tseng and Tsing Lung Tau to Yau Tsim Mong and Hong Kong Island East (Mr CHENG Chit-pun);
- (12) he proposed to provide en route bus stops for Route No. 234B at Sea Crest Villa, within Hong Kong Garden as well as at the car parks and lay-bys

outside the car parks of the newly completed housing estates along Castle Peak Road (Mr CHENG Chit-pun);

- (13) he suggested that Route No. 48P should run via Shek Wai Kok Estate (Mr MAN Yu-ming);
- (14) he had conducted a questionnaire survey and collected residents' signatures on the provision of en route bus stop of Route No. 936A in Shek Wai Kok Estate. The findings revealed that the residents in Shek Wai Kok Estate were in need of the bus service of Route No. 936A (Mr MAN Yu-ming);
- (15) the residents reflected from time to time the problem of lost trips of Route No. 30X. He enquired about the planning of the routeing of Route No. 30X and the rationalisation plan of Route Nos. 30 and 230X (Mr MA Ting-hei);
- (16) many residents in Shek Wai Kok and Cheung Shan Estate needed the transport service for commuting to Hong Kong Island. He hoped that the bus service of Route No. 936A would be implemented as soon as possible in order to meet the needs of the residents of Shek Wai Kok Estate (Mr CHAN Chun-chung, Jones);
- (17) the sectional fare concessions should be provided for Route No. 49X running from Shek Wai Kok Estate to Tsing Yi (Mr CHAN Chun-chung, Jones);
- (18) the second trip of Route No. 48P should be implemented at the earliest possible in order to bring convenience to the residents in the New Territories East who made interchanges of the relevant bus routes (Mr NG Hin-lung, Norris);
- (19) the bus service of departure from Tsing Lung Tau to Tsuen Wan and Kwai Fong should be introduced (Mr NG Hin-lung, Norris);
- (20) he proposed to consider providing the bus terminus of Route No. 234B near Ka Loon Tsuen in Tsing Lung Tau (Mr NG Hin-lung, Norris); and
- (21) he proposed to advance the time of the first departure of Route No. 962E and increase the bus frequencies of Route Nos. 261B and 261C in order to divert the patronage from Route No. 52X (Mr NG Hin-lung, Norris).

32. Sr Transp Offr/Bus/NTW of the TD responded as follows:

- (1) he added that the preparatory work of the new bus route between Tsuen Wan and Yau Tong would be put forward timely according to the latest development of the communities;
- (2) the TD noted Members' views on the proposals of this year's BRPP and would further study the proposals concerned with the bus companies carefully in order to meet the demands and aspirations of various parties as far as possible; and
- (3) regarding the service arrangement and performance of other existing bus routes, the TD would closely keep in view the passenger demand and service level of these routes. TD would consider making appropriate adjustments in collaboration with the bus companies and urge the bus companies to make improvements if necessary.

33. AM(P&D) of the KMB responded that the KMB noted Members' views on bus frequencies and would consider the suggestions concerned. As for the provision of the

bus terminus, the bus company needed to inspect whether the road section concerned was convenient for buses to make U-turn and available for installing the rest room facilities for bus captains. The KMB would send its staff to conduct a site inspection at Castle Peak Road lower road with the TD's representatives in order to study the feasibility of providing a bus stop over there.

(Note: Mr TAM Hoi-pong left the meeting at 5:15 p.m.)

34. Manager/Traffic Operations of the Long Win responded that the bus fare of Route No. NA31 was determined after taking the scale of fares, type of service and operational cost into account. The route was an overnight bus service and the bus fare was determined after the Long Win had drawn reference from the level of fares charged for comparable services. The Long Win noted Members' views.

35. The Chairman concluded that he hoped that the TD and bus companies would consider Members' views prudently. Members could give views on the individual routes, if any, at the meetings of the Task Force on Public Transport Network for follow-ups.

VI Item 5: Request the Police to Strengthen the Law Enforcement and Install the Speed Enforcement Cameras owing to the Noise from Illegal Road Racing on Expressways affecting the General Public

(T&TC Paper No. 62/17-18)

36. The Chairman said that the paper was submitted by the Hon TIEN Puk-sun, Michael, Mr CHENG Chit-pun, Mr MA Ting-hei and Ms FAN Regine Hui-yu.

37. Ms FAN Regine Hui-yu and Mr CHENG Chit-pun introduced the paper.

(Note: Mr CHOW Ping-tim and Ms LAM, Lam Nixie left the meeting at 5:25 p.m.)

38. OC Dist Traffic Team (Tsuen Wan) of the HKPF responded that according to the data provided by the Traffic New Territories South Regional Headquarters (T NTS), three complaints on illegal road racing were received in 2017. In the past two years, neither serious traffic accidents nor road traffic fatalities on Tuen Mun Road, Castle Peak Road-Ting Kau, Sham Tseng and Tsing Lung Tau were reported. There were only traffic accidents with minor injuries. On law enforcement, the T NTS had arrested a motorist for speeding, driving a vehicle without a driving licence, driving a vehicle without third party risk insurance and a narcotics offence in July 2017, who was sentenced by the court to a fine of \$500, imprisonment of four months and suspension of vehicle licence for 24 months. In September 2017, the Police had arrested a motorist for speeding and driving a vehicle without third party risk insurance, who was sentenced by the court to a fine of \$3,800 and suspension of vehicle licence for 12 months. In December 2017, the Police had arrested a motorist for speeding and driving a vehicle without third party risk insurance. The case was currently scheduled for court hearing. In February 2018, the Police arrested a motorist for speeding, driving without a driving licence and driving a vehicle without third party risk insurance.

The case was currently pending for court hearing. The T NTS would carry out speed checks of vehicles with laser speed cameras, speed enforcement cameras and fixed digital speed enforcement cameras. The T NTS would also carry out the enforcement and control inspection of the designated vehicles through the TD and examine the problematic vehicles at the scene according to the Road Traffic Ordinance. In 2017, the Police had issued 14 894 and 332 Fixed Penalty Tickets for illegal modification of vehicles and illegal road racing on Tuen Mun Road and Castle Peak Road respectively. Upon reviewing the data on traffic accidents and complaints of various road sections, the T NTS made recommendation to the TD on provision of additional speed enforcement cameras on the road sections concerned when necessary. Moreover, the Police would immediately deploy police officers to the scene to collect data upon receipt of complaints about illegal road racing and forward the data to the T NTS for devising combating actions against illegal road racing.

39. Engineer/Tsuen Wan 2 (Engr/Tsuen Wan 2) of the TD responded that the TD would assess the need for installation of the laser speed cameras, subject to the data on traffic accidents, including various factors such as the data on the traffic accidents caused by speeding, data on casualties, data on speeding from the Police's observation and the road conditions.

(Note: Mr CHAN Sung-ip left the meeting at 5:35 p.m.)

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

- (1) Kam Fung Garden and Tsuen Tak Gardens were also troubled by the noise nuisance from illegal road racing, particularly on weekends. He hoped that the department would also pay attention to the problem of illegal road racing in the area (Mr TSANG Tai);
- (2) the Police was unable to monitor all the road sections concerned due to manpower constraints. Hence, he suggested that the surveillance devices should be put into good use in order to facilitate the Police's enforcement action (Mr NG Chun-yu);
- (3) Belvedere Garden also encountered the same problem. As many motorists randomly took part in illegal road racing, he hoped that the Police would follow up on the information provided by the residents to step up enforcement action against the illegal road racing and speeding in the small hours (Mr WONG Wai-kit);
- (4) he was surprised by the small number of offenders arrested by the Police despite the residents' complaints on the serious noise problem caused by illegal road racing along Castle Peak Road at night. He enquired about the channels for the general public to lodge complaints to the Police (Mr CHAN Yuen-sum, Sumly);
- (5) the problem of speeding had a greater impact on pedestrian safety and it was difficult for him to understand why the government departments could not provide additional laser speed cameras for law enforcement. He also thought that the law enforcement departments could have made good use of the existing cameras on highways to monitor speeding vehicles and take

prosecution action accordingly. However, the existing prosecution figures did not tally with the seriousness of the problem. Thus, he enquired about the reasons for the ineffective enforcement actions taken by the Police. He also suggested that the TD and the Police should take the initiative to conduct investigations and data analysis in order to step up the prosecution work (Mr CHAN Yuen-sum, Sumly);

- (6) illegal road racing most likely took place along Castle Peak Road in the small hours on Thursday and Saturday. The vehicles involved sometimes swooshed past Tsuen Wan Road towards Tuen Mun and Tai Mo Shan. He thought that it was unreasonable for the TD and the Police to make nil adjustment to their policies to combat speeding by providing the additional laser speed cameras as required. Besides, with the gradual intake of the new housing estates near Clague Garden Estate, he believed that the number of complaints would increase substantially. Hence, he hoped that the departments would take precautionary measures by providing the additional laser speed cameras near the residences in order to solve the problem (Mr KOO Yeung-pong);
- (7) he proposed to provide the additional laser speed cameras near the traffic lights. He also enquired whether the Police would conduct blitz operations at different road sections in Tsuen Wan in order to enhance the effectiveness of the law enforcement (Mr YICK Shing-chung, Angus);
- (8) he had put forth the crackdown of illegal road racing at various meetings. In addition to the residents along Castle Peak Road, the residents in areas along Tuen Mun Road had also suffered from noise nuisance produced by illegal road racing, speeding and modified vehicles. The Police did not receive many complaints because most of the residents had sought assistance from the district councillors. He hoped that the Police would not overlook the need for combating illegal road racing due to the small number of complaints and that the Police would continue to take the initiative to step up the law enforcement and prosecution work in order to achieve the deterrent effects (Mr NG Hin-lung, Norris);
- (9) according to the TD, it would be more difficult to install the laser speed cameras on Castle Peak Road and Route Twisk. Hence, she wished to know under what circumstances the laser guns could be used and its effectiveness. Moreover, she enquired whether the Police and the TD would consider adopting the enforcement measures taken by other countries or making further improvements to the existing measures in order to combat illegal road racing if the existing measure were ineffective (Ms LAM Yuen-pun, Phyllis);
- (10) some vehicles produced noises not because of speeding, but because of modification. However, the Police mainly conducted the alcohol tests on motorists during the spot checks. Therefore, he proposed to step up the detection of modified vehicles and provision of deceleration facilities on the road surface at the blackspots of illegal road racing (the Vice Chairman);
- (11) the problem of illegal road racing in Shek Wai Kok Estate and Luk Yeung Sun Tsuen was improved but not totally eliminated. He hoped that the Police would consider Members' views prudently, including the provision of

additional laser speed cameras, with a view to addressing the problem fairly and effectively. The offenders of illegal road racing changed the routes and places of racing from time to time. The Police should strengthen its intelligence work and crackdown operations as well as providing additional detectors for taking law enforcement actions, so as to minimising the nuisance brought to the residents (Mr MAN Yu-ming);

(12) the illegal road racing had brought noise nuisance to the residents and the noise barriers were not very effective in noise mitigation. He suggested that the Police should provide additional laser speed cameras near the residences in order to achieve a deterrent effect (Mr CHAN Chun-chung, Jones);

(13) he suggested that the Police should tackle the problem of illegal modification of vehicles at source and pay attention to Members' suggestions (Mr KOT Siu-yuen);

(14) he said that he had received a total of 98 online complaints within two months. Such being the case, he was surprised that the Police had only received three complaints. He hoped that the Police would address the problem and follow up on the relevant complaints, step up law enforcement against illegal modification of vehicles as well as providing the additional laser speed cameras to crack down on speeding (Mr CHENG Chit-pun); and

(15) he suggested that the T NTS of the Police should deploy police officers to conduct the site inspections at the blackspots of illegal road racing in the small hours, with a view to assessing the need for provision of the additional laser speed cameras (Mr CHENG Chit-pun).

(Note: Ms FAN Regine Hui-yu left the meeting at 5:40 p.m. Mr NG Tsan-ming left the meeting at 5:52 p.m.)

41. OC Dist Traffic Team (Tsuen Wan) of the HKPF responded that he would relay Members' view to the T NTS on deploying police officers to conduct site inspections at the blackspots of illegal road racing in the small hours. He would report on the number of the prosecutions concerned at the next T&TC meeting.

42. Engr/Tsuen Wan 2 of the TD responded that he would reflect Members' views and report on the relevant figures at the next T&TC meeting.

43. The Chairman said that the T&TC would send a letter requesting the T NTS of the HKPF to send representatives to attend the T&TC meetings for discussion of the relevant topics.

(Post-meeting note: The Secretariat had sent the letter requesting the T NTS of the HKPF on 29 March 2018 to follow up on the above-mentioned item and send representatives to attend the T&TC meetings.)

VII Item 6: Strongly Request to Reserve the Terminal of 936 in Lei Muk Shue Estate
(T&TC Paper No. 63/17-18)

44. The Chairman said that the paper was submitted by the Vice Chairman.

45. The Vice Chairman introduced the paper.

46. Sr Transp Offr/Bus/NTW of the TD responded that the TD wished to widen the scope of service of Route No. 936 by extending the route to Shek Wai Kok, so as to benefit more members of the public. Under the existing proposal, the travelling time of passengers boarding at Lei Muk Shue Estate would not be lengthened after relocation of bus stop. Besides, the original scope of service of Route No. 936 remained unchanged in general after extension of route and re-route was not required. Nevertheless, the TD and bus company would study Members' views and review the existing proposal.

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

- (1) he supported the introduction of Route Nos. 936 and 936A to provide service for the passengers in Tsuen Wan East. He also hoped that the TD would strike a balance of the needs among various parties when planning the bus routes for the convenience of the residents in Shek Wai Kok and Lei Muk Shue Estate to travel by bus (Mr MAN Yu-ming);
- (2) there was a keen demand for bus service among local residents and introduction of bus routes would bring convenience to residents to travel by bus (Mr CHAN Chun-chung, Jones);
- (3) he opined that the extension of Route No. 936 to Shek Wai Kok Estate would lead to a longer journey time. As this was not the first time for the KMB to relocate the bus routes in Lei Muk Shue Estate, it would bring inconvenience to the residents. Therefore, he strongly requested to maintain the bus terminus of Route No. 936 in Lei Muk Shue Estate (the Vice Chairman);
- (4) the residents had familiarised with the bus routes series under Route No. 36 which headed to Lei Muk Shue Estate. If Route No. 936 was re-routed to head to Shek Wai Kok Estate, the residents in the district would get confused. He hoped that the adjustment would be made only after trial run (the Vice Chairman); and
- (5) he supported the extended coverage of bus service provided by the KMB to include more locations in Tsuen Wan district. However, the routing of Route No. 936 should be optimised in order to avoid a circuitous route. He also suggested that an express route for Shek Wai Kok and Cheung Shan should be provided. If positive response was received from the trial run, the bus service of this route should be enhanced (Mr CHAN Chun-chung, Jones).

(Note: Mr KOT Siu-yuen left the meeting at 6:23 p.m.)

48. Sr Transp Offr/Bus/NTW of the TD responded that according to the BRPP, the TD proposed to divert Route Nos. 936 and 936A heading to Tsuen Wan to run via Kwai Chung Road in order to save the journey time for the convenience of the passengers. The TD noted Members' views on the proposals and would further discuss with the bus companies.

49. The Chairman concluded that he hoped that the TD would note the views of Members and residents, so as to achieve a fair resources allocation for the commuting convenience of the residents.

VIII Item 7: Request to Improve the Bus Service of Lei Muk Shue Estate

(T&TC Paper No. 64/17-18)

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

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

52. Senior Transport Officer/Tsuen Wan of the TD responded that the TD understood that the passengers in Lei Muk Shue Estate wished to extend Route Nos. 36A and 36B as well as increasing the frequency of Route No. 36X. However, additional resources were required for the implementation of these requests. The TD and bus company needed to study various factors such as the passenger demand and review the availability of additional resources for the extension of Route Nos. 36A and 36B and increase of the frequency of Route No. 36X.

53. Sr Transp Offr/Bus/NTW of the TD responded that the TD would draw reference from the passenger demand of Route Nos. 40P and 234C and review the bus service arrangement between Lei Muk Shue and Kowloon East with the bus company. Besides, the airport bus routes mainly ran via the town centre and trunk roads in order to save the journey time. Passengers in Lei Muk Shue Estate could make good use of the existing public transport resources, such as the interchange concessions of the KMB and Long Win to reach the destinations.

54. Assistant Manager (Planning and Development) of the KMB responded that the existing bus terminus of Route No. 36A was located in Sham Shui Po at present. A change in the location of the bus terminus would probably result in a circuitous route that affected the existing passengers who needed to travel to Yen Chow Street and Pei Ho Street. As there was no suitable location in Hung Hom and Tsim Sha Tsui for designation of a bus terminus, the KMB was unable to submit a practicable proposal for extending Route No. 36B to Hung Hom or Tsim Sha Tsui for the time being. Regarding the increase of frequency of Route No. 36X, the patronage of the route was stable after the KMB had introduced the new trips in the morning peak hours. The KMB would continue to keep in view the service level of the route and review the route concerned. The KMB would prepare a concrete proposal for the T&TCs' discussion. The KMB noted Members' aspiration of introducing an airport bus route for Lei Muk Shue Estate. The passengers in Lei Muk Shue Estate could make good use of the interchange concessions provided by the KMB and Long Win to take Route Nos. 36, 36A or 36M to Kwai Chung Road for interchange of Route No. A32 of the Long Win to travel to the airport. The KMB noted Members' proposal on provision of a whole-day bus service of Route No. 40P and would consider the feasibility of the proposal.

55. The views and enquiries of Members were summarised as follows:
- (1) the routes of Route Nos. 36A and 36B were partly overlapping because Route No. 36B also ran via Yen Chow Street. Hence, he hoped that the bus terminus of Route No. 36A would be relocated to the bus terminus in Yau Yat Tsuen, so as to make it more convenient for the residents in the district to travel to areas around Kowloon Tong (the Vice Chairman);
 - (2) he proposed to introduce an airport bus route that served the northeast of Kwai Chung, which headed to the airport via Lei Muk Shue, Wo Yi Hop Road, Cheung Shan, Shek Wai Kok, the roundabout at Route Twisk and Tsing Yi Road West in order to facilitate the local residents to commute to the airport (the Vice Chairman);
 - (3) he opined that the KMB had allocated resources to other housing estates but it did not actively identify an appropriate location in Hung Hom and Tsim Sha Tsui for providing a bus terminus for Route No. 36B. Hence, he suggested that other solutions such as sharing of bus terminus with other bus routes or adopting a drop-and-go arrangement in Hung Hom and Tsim Sha Tsui for alighting passengers should be considered (Mr CHAN Yuen-sum, Sumly); and
 - (4) time was precious for the residents heading to the airport to work or travel. He hoped that the KMB would offer the solutions other than the provision of interchange concessions, such as the introduction of airport bus service which would head to the airport via Lei Muk Shue, Cheung Shan, Shek Wai Kok, Kwok Shui Road and Kwai Tsing district (Mr CHAN Yuen-sum, Sumly).

56. Sr Transp Offr/Bus/NTW of the TD responded that the TD understood the aspiration of the residents in Lei Muk Shue Estate for a bus service of direct access to the airport. However, if the new airport bus route ran via various communities, the travel distance and journey time would definitely be longer. It was probably not more effective when comparing to the use of the existing public transport service and interchange concessions to go to and from the airport. The TD also understood that the passengers in Lei Muk Shue Estate aspired to materialise the extension of the existing bus routes to Hung Hom or Tsim Sha Tsui. However, such changes would affect the operational arrangements of the routes concerned and the bus fare of the whole journey would also be increased, thereby bringing inconvenience to the existing passengers and leading to a longer journey time than travelling by the MTR. Hence, the TD had reservations on the proposals.

57. The Chairman concluded that he hoped that the TD would consider the Members' views prudently and study the feasible solutions.

IX Item 8: Request to Review the Road Design in order to Ensure the Driving Safety of Double-Deck Buses

(T&TC Paper No. 65/17-18)

58. The Chairman said that the paper was submitted by Mr NG Hin-lung, Norris.

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

60. OC Dist Traffic Team (Tsuen Wan) of the HKPF responded that the data provided by the T NTS showed that no traffic accident involving public vehicle occurred at the aforesaid locations.

61. Engr/Tsuen Wan 2 of the TD responded that the TD had deployed its staff to conduct a site inspection of the aforesaid location. The design of the roads concerned and the traffic signs were compliant with the design standards of the TD. The TD would gradually review the design of vehicular ramps in Tsuen Wan district to enhance road safety.

62. Assistant Manager (Operations) of the KMB responded that as the road design of the road section concerned was safe and suitable for the use by double-deck buses, there was no need to conduct a sand bag test. Apart from attaching great importance to safe driving and bus driver training, the KMB would also liaise closely with the TD to discuss the proposals on enhancement of road safety.

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

- (1) the gradient of the bend of the road section was steep and a few traffic accidents involving other types of vehicles had occurred over there. He was worried that traffic accidents might occur when some drivers who did not drive frequently drove to that road section (Mr CHENG Chit-pun);
- (2) he suggested that the speed limit sign should be moved forward to remind the motorists of the speed limit at an earlier time, that the faded hatch markings should be re-painted and that the new hatch markings should be drawn in order to remind motorists of the instructions on speed reduction (Mr CHENG Chit-pun); and
- (3) he enquired the Highways Department (HyD) whether the result of the works acceptance test of the road section were compliant with the standard (Mr NG Hin-lung, Norris).

64. Engr/Tsuen Wan 2 of the TD responded that the TD would follow up on the problem of speed limit signs and hatch markings after the meeting. The maintenance works concerned were carried out according to the standard of works stipulated by the TD.

65. District Engineer/Tsuen Wan (Dist Engr/Tsuen Wan) of the HyD responded that the Maintenance Division of the HyD would regularly deploy staff to inspect the situation of the traffic signs and carry out repairs. The HyD would follow up on the relevant matters after the meeting.

X Item 9: Request to Conduct a Comprehensive Safety Assessment for the Roads in Tsuen Wan District and Improve the Driving Attitude of Public Transport Drivers in order to Safeguard Public Safety
(T&TC Paper No. 66/17-18)

66. The Chairman said that the paper was submitted by Mr WONG Wai-kit, Mr MAN Yu-ming, Ms LAM, Lam Nixie, Mr CHAN Chun-chung, Jones, Ms LAM Yuen-pun,

Phyllis, Mr LAM Faat-kang, Mr KOT Siu-yuen, Mr TSANG Tai, Mr NG Chun-yu, Mr FUNG Cheuk-sum and Mr LAM Hin-fai.

67. Mr MAN Yu-ming, Mr LAM Faat-kang, Mr CHAN Chun-chung, Jones, Ms LAM Yuen-pun, Phyllis, Mr TSANG Tai, Mr WONG Wai-kit, Mr NG Chun-yu, Mr FUNG Cheuk-sum and Mr LAM Hin-fai introduced the paper.

(Note: Mr LAM Faat-kang left the meeting at 7:14 p.m.)

68. OC Dist Traffic Team (Tsuen Wan) of the HKPF reported that there were a total of 898 traffic accidents involving public vehicles in Tsuen Wan district in 2017, of which 6 traffic accidents were involved in fatality, 128 were serious traffic accidents and 764 were minor traffic accidents. When encountering the bus drivers of bad driving attitude, Members might jot down the information of the bus drivers and number plates of the buses before lodging complaints to the T NTS which would be responsible for follow-ups. The T NTS would prosecute the drivers of the accidents if there were sufficient evidence and the complainants were willing to testify.

69. Sr Transp Offr/Bus/NTW of the TD responded that the TD had requested all franchised bus companies to further enhance their internal monitoring systems on safe driving and service performance of the bus drivers. The bus companies should regularly submit the records of spot checks of driving records from tachographs on buses and follow-up actions taken, records of on-board inspections by plain-clothed inspectors and follow-up actions taken, records of violation of traffic laws and regulations by bus drivers and follow-up actions taken, as well as the records of alcohol breath tests of bus drivers. Moreover, the TD would continue to collaborate with the HKPF to organise the Road Safety Seminars for Franchised Bus Drivers, including inviting the Police to introduce tips on safe driving as well as analysing the causes of major accident blackspots in various districts and bus accidents, so as to reinforce the road safety awareness and promote good driving behaviour among bus drivers.

70. Engr/Tsuen Wan 2 of the TD responded that the TD would also review the road design in Tsuen Wan district and provide additional traffic signs at appropriate locations to remind pedestrians of road safety.

71. Engr/Tsuen Wan 1 of the TD responded that the TD would follow up on the matters concerned with Members after the meeting.

72. Assistant Manager (Operations) of the KMB responded that the KMB attached great importance to driving safety and maintained a stringent standard among drivers. The KMB would provide training on the relevant routes for drivers and request drivers to comply with the driving guidelines and codes of practice of the company. Also, all drivers were required to pass the tests by the TD and KMB before they became eligible to provide bus service. The KMB noted Members' views on the driving attitude of bus drivers and would monitor accordingly. Regarding passengers catching buses, as drivers usually looked at the right side and drove off from the roadside after closing the

bus doors, it might be difficult for them to notice that passengers were trying to catch the buses from behind. He hoped that the passengers would understand this. Besides, the driving system on the bus would start after the bus doors were closed and the passengers on-board also expected that the bus would be leaving the roadside soon. If the bus was suddenly stopped by the drivers, it might lead to other problems. For safety's sake, the drivers should keep on driving.

(Note: Mr WONG Fah-man left the meeting at 7:25 p.m.)

73. Mr CHENG Chit-pun suggested that the TD and KMB should consider installing the downhill speed limiting retarders and safe cornering system on buses to enhance the driving safety.

74. Assistant Manager (Operations) of the KMB responded that the KMB noted Members' views.

75. The Chairman concluded that Members could discuss the traffic locations requiring improvements with the engineer concerned of the TD and representative of the KMB after the meeting, with a view to enhancing the road safety in Tsuen Wan.

XI Item 10: Request for the Government's Support on Provision of a Roof Cover for the "Public Footbridge Connecting the Shopping Centre of Clague Garden Estate and Parc City"

(T&TC Paper No. 67/17-18)

76. The Chairman said that the paper was submitted by Mr KOO Yeung-pong and introduced Mr TSE Hing-chit, Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing) (Adm Asst/Lands (DLO, TW&KwT)) of the Lands Department (Lands D). The Secretariat had received the written reply from the Hong Kong Housing Society (HKHS) before the meeting and had distributed for Members' perusal.

77. Mr KOO Yeung-pong introduced the paper and enquired the Secretary whether a letter of request would be sent to the Headquarters of the HKHS for following up on the matter.

78. Adm Asst/Lands (DLO, TW&KwT) of the Lands D responded that the public footbridge on the 2/F of the Shopping Centre of Clague Garden Estate was connected to the bus terminus. According to the lease conditions, the developer was not required to construct a roof cover and provide other facilities such as air-conditioning system for this section of the footbridge. However, the footbridge should be open round the clock for public use as a public pedestrian walkway. As the two sections of footbridge were developed in phases, the design of the section connected to the Parc City and that to the Shopping Centre of Clague Garden Estate would be different. Subject to the lease conditions, it was difficult for the Lands D to request the new developer to carry out works in a private area owned by a third party. If the refurbishment works for the section of the footbridge connected to the Shopping Centre of Clague Garden Estate

was carried out, the Clague Garden Estate should undertake the refurbishment works or authorise a third party to implement the refurbishment works in the estate. After the Clague Garden Estate reached a consensus with the third party and the third party submitted applications to the Buildings Department (BD) and Lands D for construction of a roof cover, the Lands D would make amendments to the relevant lease conditions based on the newly approved building plans before the third party could enter Clague Garden Estate to carry out the refurbishment works and construct a roof cover for the footbridge in order to standardise the design of the two sections of the footbridge.

79. The Secretary responded that she firstly contacted the person-in-charge of the office of the HKHS in Tsuen Wan district, who would communicate with the staff of the HKHS Headquarters and responded to the relevant issues.

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

- (1) he had discussed the arrangement with the Director of the Property Management Division of the HKHS. He opined that the representatives of the owners' corporations were aged persons who might find the legal matters laborious to deal with. He thus suggested that the HKHS should assist the owners in handling the issues on land lease and deeds of mutual covenant (Mr KOO Yeung-pong);
- (2) the completion of the roof cover for the footbridge at the Shopping Centre of Clague Garden Estate would help increase the rental value of the estate. He suggested that the HKHS should actively assist the owners in following up on the project and enquired about the arrangements of land premium for the project as well as the maintenance and management of the facilities in future (Mr KOO Yeung-pong); and
- (3) he enquired whether the Lands D's approval on the arrangement for payment of additional premium should be obtained if the HKHS constructed a roof cover for the footbridge on its own capacity (the Chairman).

81. Adm Asst/Lands (District Lands Office, Tsuen Wan and Kwai Tsing) of the Lands D responded that as shown in the then building plans, the public footbridge on the 2/F of the Shopping Centre of Clague Garden Estate did not include a roof cover. Any alterations could only be made after the building plans were amended. Property owners were required to submit the building plans for construction of roof cover to the BD, which would forward the application to the Lands D for making amendments to the lease conditions when appropriate, with a view to facilitating the applicant to complete the project. Regarding the need for payment of land premium for the implementation of the alteration works, the government departments would probably need to seek legal advice to clarify the title of the footbridge concerned. Besides, if economic benefits were brought by the alterations concerned to the shopping centre, the shopping centre might be required to pay the land premium. However, an assessment of the actual arrangements could be made only after applications were received by the government departments.

82. The Chairman concluded that he and Members would continue to follow up on the matter with the HKHS and Lands D after the meeting.

XII 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 14 February 2018)
(T&TC Paper No. 68/17-18)

83. Dist Engr/Tsuen Wan of the HyD introduced the minor traffic improvement projects of Tsuen Wan district and their timetables.

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

(A) Working Group on Tsuen Wan Footbridge Network

84. Mr KOO Yeung-pong reported that the representative of the HyD had reported on the latest progress of various footbridges at the meeting of the Working Group on Tsuen Wan Footbridge Network on 12 February 2018. The HyD was undergoing the engagement of engineering consultant companies for the design and construction study of the project of Footbridge B and had invited a number of consultant companies to submit project proposals for consideration on 2 February 2018. The TD was currently working on the arrangement for project initiation of Footbridge E. The initial alignment would extend from Chelsea Court to the waterfront area via Ma Tau Pa Road and Wing Shun Street. Upon completion of project initiation of Footbridge E, the HyD would make every effort to implement the project, including the engagement of the consultant companies to assist in conducting the relevant studies in detail.

85. Besides, regarding the escalator works of the footbridge of Tai Wo Hau MTR Station, views and support for the project proposal concerned were obtained from the T&TC under the Tsuen Wan District Council and Kwai Tsing District Council on 6 November 2017 and 14 December 2017 respectively. The trench investigation near the foundation of the proposed escalator and staircase to be reconstructed was completed in early January 2018. The results obtained from the trench investigation would be adopted in the foundation design and for the discussion with the departments and contractors of the underground public utilities concerned on the relocation of the underground public utilities. In addition, the tree survey and assessment conducted within the proposed Works Area 22 were completed in January 2018. At present, the HyD was preparing the relevant design of the foundation, structure, lighting, landscaping, drainage, mechanical and electrical works, etc. The HyD was also preparing the relevant documents for approval by the Advisory Committee on the Appearance of Bridges and Associated Structures as well as preparing the relevant documents and plans for the gazettal of the project proposal.

(B) Task Force on Public Transport Network

86. Mr CHENG Chit-pun reported that the Task Force had held its 15th Meeting on 10 January 2018 and 16th Meeting on 28 February 2018 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;
- (2) 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;
- (3) 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;
- (4) 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;
- (5) 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;
- (6) 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 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;
- (7) 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;
- (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; and
- (9) 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 green minibuses mentioned above 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 17th meeting of the Task Force was scheduled on 11 April 2018.

(C) Working Group on Road Safety Education and Promotion

87. The Vice Chairman reported that the Working Group on Road Safety Education and Promotion would hold a meeting for discussion of the arrangement of activities for the next year after the funds allocation for the Working Group in 2018 were approved by the TWDC.

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

88. The Chairman reported that the Working Group had held its first meeting and the HyD would deal with the less controversial works first. The Working Group would hold meetings for discussion of the long-term planning of the improvement works after all departments had reported on the latest development.

XIV Item 13: Any Other Business

89. Members noted the contents of the following information papers:

- (1) Financial Statement of Traffic and Transport Committee as at 14 February 2018
(T&TC Paper No. 69/17-18); and
- (2) Dates of Meetings of Traffic and Transport Committee between May 2018 and March 2019
(T&TC Paper No. 70/17-18).

90. The Chairman reminded Members that the next meeting was scheduled on 7 May 2018 (Monday) and the deadline for submission of paper was 19 April 2018.

XV End of the Meeting

91. There being no other business, the meeting was adjourned at 7:55 p.m.

Tsuen Wan District Council Secretariat
April 2018