

(Translation)

Minutes of the 15th Meeting of Traffic and Transport Committee (1/18-19)

Date: 7 May 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 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 MA Ting-hei
Ms FAN Regine Hui-yu
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 YUEN Ting-fung, Jacky	Engineer/Tsuen Wan 1, Transport Department
Mr CHEUNG Kim-hung, Michael	Engineer/Tsuen Wan 2, Transport Department
Mr CHOI Kin-man	District Engineer/Works (Southwest), 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 2

Mr CHANG Ching-man	Inspector of Police (Operation) (Enforcement and Control Division) (Traffic NTS), Hong Kong Police Force
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For discussion of item 3

Mr YIU Chiu-chung	Senior Engineer 2/Universal Accessibility, Highways Department
Mr HUI Chi-hung	Engineer 6/Universal Accessibility, Highways Department
Mr CHEUNG Kin-keung	Deputy Managing Director, Mannings (Asia) Consultants Limited
Mr LAM Wai-keung	Director (Engineering Department), Mannings (Asia) Consultants Limited

For discussion of item 8

Ms CHAN Ho-yan, Louisa	District Operations Officer (Tsuen Wan), Hong Kong Police Force
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For discussion of item 9

Mr CHEUNG Yu-chik	General Manager, Park Island Transport Company Limited
Mr YEUNG Chi-ho	Assistant Manager (Bus Operations), Park Island Transport Company Limited

Absent:

Member

Mr KOO Yeung-pong, MH

Co-opted Members

Mr LAM Hin-fai

Mr CHAN Tak-chun

The Meeting

I Opening Remarks and Introduction

The Chairman welcomed the Members, Co-opted Members and representatives from the Government and corporations to the 15th meeting of the Traffic and Transport Committee (T&TC).

2. For Members' information, the Hon CHAN Han-pan, Ben, Mr KOO Yeung-pong, Mr CHAN Tak-chun and Mr LAM Hin-fai were absent with apologies.

3. The Chairman reminded 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 5.3.2018

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

A. Paragraphs 6-12 of the Minutes of the Meeting held on 5 March 2018: DC/2017/03 - Upgrading of West Kowloon and Tsuen Wan Sewerage - Phase 1

5. The Chairman reported that the Secretariat had received the written reply from the Drainage Services Department before the meeting and had distributed for Members' perusal. Having discussed with the Traffic Management Liaison Group, the Transport Department (TD) and Hong Kong Police Force (HKPF) agreed to postpone the commencement of works in Hoi Pa Street and Wo Tik Street to May 2018 and the works in Tsuen Wan Market Street would commence in June 2018. The temporary traffic arrangement for the works in Chung On Street was still subject to discussion, and Members would be informed of the relevant works schedule as soon as possible.

B. Paragraphs 36-43 of the Minutes of the Meeting held on 5 March 2018: 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

6. The Chairman introduced Mr CHANG Ching-man, Inspector of Police (Operation) (Enforcement and Control Division) (Traffic NTS) (IP (Operation) (Enforcement & Control Div) (Traffic NTS)) of the HKPF.

(Note: Mr CHOW Ping-tim joined the meeting at 2:40 p.m. Mr WONG Fah-man and Mr NG Chun-yu joined the meeting at 2:42 p.m.)

7. IP (Operation) (Enforcement & Control Div) (Traffic NTS) of the HKPF responded that regarding the proposed installation of the speed enforcement cameras, the HKPF would use the mobile digital radar speed detectors at specific locations according to operational needs but the installation locations and approval for the

speed enforcement cameras on highways would be determined by the TD. The HKPF and other departments concerned might give views on the proposed locations but the ultimate decision would still be made by the TD. From the fourth quarter of 2017 to the first quarter of 2018, the HKPF received 34 complaints about speeding in Tsuen Wan district and 2 complaints about suspected illegal road racing. The HKPF had been taking law enforcement actions against speeding, illegal modification of vehicle and illegal road racing. During the said period, 252 law enforcement operations of various types were conducted on Tuen Mun Road, Tsuen Wan Road, Castle Peak Road (upper and lower roads) and Hoi On Road near Belvedere Garden. Twenty motorist offenders were arrested for speeding, drink driving and driving during suspension of driving licences and 1 952 fixed penalty tickets (FPTs) and 83 traffic summonses were issued. During the said period, the HKPF detected 892 vehicles for speeding and submitted the Defective Vehicle Report Forms in respect of 33 vehicles to the TD for further follow-ups. The HKPF also detained 20 vehicles suspected to be illegally modified for further examination by the TD. The Traffic New Territories South Regional Headquarters (T NTS) would take irregular law enforcement actions to combat traffic offences at the said locations according to the need for taking operations.

8. Engineer/Tsuen Wan 1 (Engr/Tsuen Wan 1) of the TD responded that the TD was conducting the relevant study and would report to Members in due course.

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

- (1) he enquired the TD about the timetable of disclosing the findings of a study which was conducted two years ago on the relevant proposal and the factors of considerations for provision of the additional speed enforcement cameras, and enquired the HKPF whether additional roadblocks would be set on Castle Peak Road at night, especially in the vicinity of Tsing Lung Tau (the Hon TIEN Puk-sun, Michael);
- (2) the Police had allocated many resources on prosecution but the relevant problems remained unsolved. He opined that the TD should consider the relevant proposals including the installation of fixed speed enforcement cameras on Castle Peak Road, Tsing Lung Tau and Route Twisk to achieve a deterrent effect and save manpower (Mr LAM Faat-kang);
- (3) he enquired whether the TD had to obtain views from the HKPF on the proposed installation locations of the speed enforcement cameras before determining the installation locations. He also enquired the HKPF about the frequency of law enforcement actions taken in the vicinity of Sham Tseng and Tsing Lung Tau (Mr CHENG Chit-pun);
- (4) he pointed out that 46 complaints were received from 5 March to 7 May 2018, of which three complaints were provided with information on number plates and one complaint was provided with photographs. He enquired whether the relevant information could be submitted to the HKPF for follow-up actions and hoped that the TD would give an account of the timetable of the study on the installation of the speed enforcement cameras (Mr CHENG Chit-pun);

- (5) she enquired why the departments did not take any practical actions to combat the problem of illegal road racing in Route Twisk and Tsuen Wan district. She also proposed to set up a task force to discuss the solutions with the departments concerned (Ms LAM Yuen-pun, Phyllis); and
- (6) the residents had all along been lodging complaints about the nuisance caused by illegal road racing. He enquired the HKPF about the arrangement and effectiveness of setting up roadblocks on the lower road of Castle Peak Road (Mr NG Hin-lung, Norris).

(Note: Mr YICK Shing-chung, Angus joined the meeting at 2:48 p.m. Mr TAM Hoi-pong joined the meeting at 2:58 p.m.)

10. IP (Operation) (Enforcement & Control Div) (Traffic NTS) of the HKPF responded as follows:

- (1) regarding the effectiveness of setting roadblocks on the lower road of Castle Peak Road, the main concern of the residents who lodged complaints was the noise nuisance caused by the illegal road racing. On the other hand, the HKPF was more concerned about the traffic flow, data and causes of the traffic accidents as well as the impact of driving pattern on road safety. As the illegal road racing, noise nuisance and speeding were not necessarily inter-related, the HKPF did pay attention not only to whether the vehicles had generated noise nuisance, but also to the manners of the motorists and whether such manners would cause traffic accidents during the law enforcement. The noise generated from the vehicles varied, subject to their types and models. The noise generated from the vehicles was not the only factor in determining whether the vehicles in question were engaged in illegal road racing;
- (2) in the first quarter of 2018, the Traffic NTS issued 467 Defective Vehicle Report Forms requesting the TD to notify the vehicle owners concerned to send their vehicles for examination. Besides, the HKPF detained more vehicles, viz. 177 that were suspected to be illegally modified for vehicle examination, as compared to the 166 vehicles detained in the fourth quarter of 2017 and 117 vehicles detained in the third quarter of 2017. The HKPF had been committed to tackling the problem of noise nuisance caused by the illegal modification of vehicles. However, there were limitations for the HKPF to take law enforcement against the noise nuisance caused by the vehicles of better performance in compliance with the legislation and due to the lack of noise barriers;
- (3) regarding the effectiveness of setting the roadblocks, the HKPF did set up the roadblocks not only for combating illegal road racing, but also for conducting random breath tests and instituting prosecution against other traffic offences, so as to prevent traffic accidents and minimise the loss of life and damage to property of the general public;
- (4) in the first quarter of 2018, there were no serious and fatal traffic accidents on the lower road of Tuen Mun Road (including the Ting Kau section, Sham Tseng section and Tsing Lung Tau section). In the fourth quarter of 2017,

two serious traffic accidents and zero fatal traffic accidents on Tuen Mun Road were recorded and there were no serious and fatal traffic accidents on the lower road of Castle Peak Road; and

- (5) the HKPF had all along been working closely with the TD on installation of fixed speed enforcement cameras on highways and had given views on it.

11. Engineer/Tsuen Wan 2 (Engr/Tsuen Wan 2) of the TD responded that the TD would review the arrangement of the installation of the speed enforcement cameras from time to time and had currently commissioned a consultant company to conduct a territory-wide study. The criteria for the installation of these cameras included consideration of the record of traffic accidents at the locations concerned, views given by the HKPF, whether the installation locations were evenly distributed, speed of the vehicles and traffic volume, road capacity, whether the installation location was situated at a trunk road and the road design in the district.

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

- (1) he hoped that the HKPF would provide the relevant data in writing after the meeting for Members' reference (Mr WONG Wai-kit);
- (2) he understood that the vehicles that caused noise nuisance in the vicinity of Tuen Mun Road and Castle Peak Road were not necessarily associated with illegal modification or speeding. However, he still hoped that the HKPF would step up the law enforcement actions against the vehicles of speeding and suspected illegal modification in order to achieve a deterrent effect (Mr WONG Wai-kit);
- (3) he enquired the TD about the details of legal modification of vehicle (Mr WONG Wai-kit);
- (4) the rampant road racing on Tsuen Wan Road, Castle Peak Road and the vicinity of Sham Tseng had posed danger to other motorists and residents nearby. A traffic accident causing the serious and critical conditions of the injured occurred in Sham Tseng on 22 April 2018. She questioned the HKPF on leaving the traffic problems of the said locations unsolved owing to the nil fatal traffic accident. She enquired about the reasons for the TD to install the fixed speed enforcement cameras on some road sections in urban areas where the vehicular speed and flow were not as high as those in the areas around Sham Tseng. She also hoped that the HKPF and TD would address the danger of illegal road racing and combat speeding and illegal modification of vehicles. In the long run, the speed enforcement cameras should be installed (Ms LAM, Lam Nixie);
- (5) he opined that frequent speeding would give rise to traffic accidents. The HKPF could only collect the figures of traffic accidents and other data, instead of the figures on speeding if speed enforcement cameras were not installed at the locations concerned. He enquired whether the T NTS of the HKPF had made recommendation to the Headquarters of the HKPF on the installation of speed enforcement cameras on Castle Peak Road, Sham Tseng and the vicinity of Tsing Lung Tau (the Hon TIEN Puk-sun, Michael); and

- (6) he enquired whether the TD had received the HKPF's views on the installation of speed enforcement cameras on Castle Peak Road, Sham Tseng and the vicinity of Tsing Lung Tau (the Hon TIEN Puk-sun, Michael).

13. IP (Operation) (Enforcement & Control Div) (Traffic NTS) of the HKPF responded that regarding the illegal modification of vehicles, if the vehicle was found to be suspected of being improperly maintained or illegally modified during the law enforcement, the HKPF would issue a Defective Vehicle Report Form to the TD to notify the vehicle owner to arrange for a vehicle examination, or would immediately detain and transfer the vehicle suspected of being illegally modified to the TD for examination before considering as to whether a prosecution was to be taken according to the comments on the report form. The HKPF would be impartial and attach importance to the road and pedestrian safety when conducting law enforcement. The HKPF would also pay attention to the road sections with nil fatal traffic accidents and make every effort to combat illegal modification of vehicles. The TD had sought views from the T NTS through the New Territories South Region of the HKPF in early 2018. The T NTS suggested that the projects of the fifth generation of red light camera system and the third generation of speed enforcement camera system on Tsing Lung Tau section, road sections near Sham Tseng section and Route Twisk (two locations) should be implemented.

14. Engr/Tsuen Wan 2 of the TD responded that the TD would commission the consultant companies to review the locations required for the installation of the speed enforcement cameras. The TD would seek views from the HKPF upon formulation of the preliminary proposal and take follow-up actions upon receipt of the views from the HKPF. In addition, he would seek views from the officers concerned of the TD before making a report to the T&TC.

IV Item 3: Proposal on Provision of a Lift for the Footbridge across Kwan Mun Hau Street and Castle Peak Road near Kam Mun Hau Garden (Structure No. NF242) and the Footbridge across Castle Peak Road near Tsuen King Circuit and Sha Tsui Road (Structure No.: NF334) under the "Universal Accessibility Programme"

(T&TC Paper No. 3/18-19)

15. The Chairman said that the paper was submitted by the Highways Department (HyD) and introduced the following representatives from the HyD and consultant company who would brief Members on the agenda item:

- (1) Mr YIU Chiu-chung, Senior Engineer 2/Universal Accessibility (Sr Engr 2/Universal Accessibility), HyD;
- (2) Mr HUI Chi-hung, Engineer 6/Universal Accessibility, HyD;
- (3) Mr CHEUNG Kin-keung, Deputy Managing Director, Mannings (Asia) Consultants Limited; and
- (4) Mr LAM Wai-keung, Director (Engineering Department), Mannings (Asia) Consultants Limited.

16. Sr Engr 2/Universal Accessibility of the HyD and representatives of the Mannings (Asia) Consultants Limited introduced the paper.

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

- (1) he enquired about the works progress and schedule of the footbridge connecting Tsuen King Circuit Sports Centre to Discovery Park across Mei Wan Street (Structure No. TW03) (the Hon TIEN Puk-sun, Michael);
- (2) she enquired about the feasibility of connecting the footbridge across Castle Peak Road near Tsuen King Circuit and Sha Tsui Road (Structure No. NF334) to Kam Fung Garden (Ms LAM Yuen-pun, Phyllis);
- (3) he enquired why the footbridge across Castle Peak Road near Tsuen King Circuit and Sha Tsui Road (Structure No. NF334) could not be connected to Kam Fung Garden and about the works schedule (Mr TSANG Tai); and
- (4) he was concerned about the design of the lift and arrangement of power supply for it (Mr NG Chun-yu).

18. Sr Engr 2/Universal Accessibility of the HyD responded that as the footbridge connecting Tsuen King Circuit Sports Centre to Discovery Park across Mei Wan Street (Structure No. TW03) was not maintained and managed by the HyD, it would take more time to complete the relatively more administrative work of greater complexity. However, the HyD had arranged for the preliminary underground investigation. Upon completion of the preparatory works, the District Council's (DC) views would be sought as soon as possible. Regarding the proposal of providing a lift and an access connecting to Kam Fung Garden for the footbridge across Castle Peak Road near Tsuen King Circuit and Sha Tsui Road (Structure No. NF334), the consultant company considered that it was infeasible after making a preliminary assessment. Regarding the Members' proposal on the provision of a double-deck elevator for connecting to Kam Fung Garden, the HyD would request the consultant company to conduct a detailed feasibility assessment again. Besides, the HyD could prepare a works schedule only after the completion of the investigation of the proposed location for the installation of the lift.

19. Director (Engineering Department) of the Mannings (Asia) Consultants Limited responded that regarding the provision of a lift for the footbridge across Kwan Mun Hau Street and Castle Peak Road near Kam Mun Hau Garden (Structure No. NF242), if a lift of 3.1 metres in width was installed on the footpath, there would not be enough space to provide a standard footpath. The consultant company considered that it was technically infeasible and could provide the supplementary information for Members' reference after the meeting. Therefore, they suggested that the lift should be installed in the garden. The machine-room-less and air-conditioning-system-free design would be adopted for the facilities of the lift. Besides, regarding Members' concern on the power supply, the consultant company would discuss the arrangement of power supply with the CLP Power Hong Kong Limited (CLP) at the earliest possible and the problem should be manageable in general.

20. After discussion, Members supported the design proposal.

V Item 4: Request to Keep a Close Watch on the Problem of Illegal Parking by Taxis outside the Public Toilet at Lo Wai Road

(T&TC Paper No. 4/18-19)

21. The Chairman said that Mr LAM Faat-kang submitted the paper.
22. Mr LAM Faat-kang introduced the paper.
23. Officer-in-Charge, District Traffic Team (Tsuen Wan) (OC Dist Traffic Team (TW)) of the HKPF responded that the HKPF had deployed the police officers to conduct inspections at the above-mentioned site, which was designated as the no-stopping zone from 7:00 a.m. to 7:00 p.m. at present. According to the on-site observation, illegal parking was infrequent at the scene and some motorists would park their vehicles outside the public toilet and on Hilltop Road. Although the traffic flow was not heavy at the site concerned, vehicles parking on the carriageway would probably make other vehicles run in the opposite direction of the traffic. The HKPF was concerned about the occasional illegal parking at the site concerned and would take law enforcement actions against the motorists involved.
24. Engr/Tsuen Wan 2 of the TD responded that the above-mentioned site was designated as the no-stopping zone from 7:00 a.m. to 7:00 p.m. at present. The problem concerned would not be alleviated even if the double yellow lines were demarcated along the road. The HKPF could consider enhancing the strength of the law enforcement work.
25. The views and enquiries of Members were summarised as follows:
 - (1) in his opinion, the existing traffic control measures at the said site were adequate and it was difficult to request motorists to park their vehicles in a car park nearby before they used the public toilet. It would be more desirable to maintain the current situation and the HKPF conducted law enforcement. However, the TD was not required to demarcate the double yellow lines along the road. He also enquired whether parking fees were charged in the car park nearby (Mr TAM Hoi-pong); and
 - (2) as the traffic signs at the site concerned were not prominently provided, he suggested that the TD should replace them with those which were more eye-catching and conduct a site inspection with the Members (Mr LAM Faat-kang).
26. Engr/Tsuen Wan 2 of the TD responded that in order to tackle the problem, the TD could provide more traffic signs in the vicinity of the site concerned to warn the motorists against illegal parking.
27. The Chairman concluded that the representative of the TD would arrange a site inspection with the Members concerned after the meeting for the provision of additional traffic signs at the above site.

VI Item 5: Strongly Request to Improve the Location of the Bus Stop at Wo Yi Hop Road

(T&TC Paper No. 5/18-19)

28. The Chairman said that the Vice Chairman submitted the paper.

29. The Vice Chairman introduced the paper.

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

30. Assistant Manager (Operation) of the Kowloon Motor Bus Company (1933) Limited (KMB) responded that the KMB did not oppose the extension of the coverage of the bus stop at Wo Yi Hop Road and Hong Shue House. The KMB proposed to conduct a site inspection with the TD and Members for exploring the feasibility of the proposal. The KMB also did not oppose the provision of roof cover for the en route bus stop at Lei Muk Shue Estate and the details of the proposed provision of roof cover for the en route bus stop at Ho Fung College were under discussion with the KMB's technical department. It was hoped that the progress could be reported to the Members during the site inspection.

31. Engr/Tsuen Wan 2 of the TD responded that as the bus stop concerned was situated in Kwai Chung district, he would discuss the issue with the staff of the TD in Kwai Tsing district and invite them to attend the site inspection.

32. Mr CHAN Yuen-sum, Sumly said that over the years, he had been striving for the extension of the coverage of the bus stop at Wo Yi Hop Road and Hong Shue House as well as the provision of roof cover for the en route bus stop at Ho Fung College. The KMB had an inescapable responsibility and should actively follow up on the aspirations. He hoped that the representative of the TD in Kwai Tsing district would also attend the site inspection and follow up on the aspirations.

33. The Chairman concluded that he hoped that the office of the TD in Tsuen Wan would note the Members' views and invited the representative of the TD in Kwai Tsing district to attend the site inspection for follow-ups.

VII Item 6: Request to Improve the Walkway Facility at Tai Wo Hau Bus Stop on Castle Peak Road – Kwai Chung Section

(T&TC Paper No. 6/18-19)

34. The Chairman said that the paper was submitted by Mr CHAN Yuen-sum, Sumly. The Secretariat had received the written replies from the Communications Authority (CA) and Water Supplies Department (WSD) before the meeting and had distributed them for Members' perusal.

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

36. The views and enquiries of Members were summarised as follows:
- (1) he supported the proposal and hoped that the WSD would actively follow up on the arrangement of relocating the fire hydrant and provide the timetable of the arrangement. He also enquired about the utilisation rate of the telephone booths concerned and the criteria of the CA for removal of the telephone booths (the Vice Chairman);
 - (2) he hoped that the T&TC would send a letter to the CA again for follow-ups (the Vice Chairman); and
 - (3) he had previously liaised with the CA in respect of the review. He hoped that the CA would relocate the telephone booths to other places so as to keep clear of the road (Mr CHAN Yuen-sum, Sumly).

37. The Chairman said that the CA's territory-wide review on the use of the telephone booths was currently underway and Members could discuss again when the views were sought from the DCs in due course. The WSD had replied that it would liaise with the Members for making arrangements for removal of the fire hydrant.

VIII Item 7: Urge the Police to Strengthen Law Enforcement for the Serious Problem of Illegal Parking in Tsuen Wing Street near New Haven
(T&TC Paper No. 7/18-19)

38. The Chairman said that the paper was submitted by the Hon CHAN Han-pan, Ben and that a written application for absence from the meeting due to other commitments revised was submitted by him. Mr NG Chun-yu was authorised to introduce the paper on his behalf. The Chairman approved the application.

39. Mr NG Chun-yu introduced the paper.

40. OC Dist Traffic Team (Tsuen Wan) of the HKPF responded that Tsuen Wing Street was an illegal parking blackspot and had all along been kept in view by the HKPF. The HKPF had issued 213 FPTs at the said site in March and April 2018 and would continue to keep in view of the problem of illegal parking in Tsuen Wing Street and take law enforcement actions.

41. Engr/Tsuen Wan 1 of the TD responded that the TD was concerned about the traffic congestion caused by the frequent parking of vehicles for loading/unloading activities near Young Ya Industrial Building in Tsuen Wing Street. Thus, the TD proposed to designate the 24-hour restricted zone at the said road section to ensure a smooth and safe traffic. In January 2018, the TD had issued a Works Request Form for the above traffic improvement works to the HyD. The HyD anticipated that the works would be completed in June 2018.

42. The views and enquiries of Members were summarised as follows:
- (1) as there was a serious problem of illegal parking at the site concerned, he would discuss the problem of illegal parking in other locations of the district with the representatives of the TD and hoped that the TD would deal with the problem expeditiously (Mr MAN Yu-ming);

- (2) he suggested that the HKPF should adopt the measure of “non-immediate ticketing” to combat illegal parking (Mr MA Ting-hei);
- (3) he enquired about the data on vehicles repeatedly ticketed by the HKPF in order to review whether the residents and other road users in the district had illegally parked their vehicles due to inadequate parking spaces. If so, he suggested that the TD should consider and study the provision of additional metered parking spaces without affecting the existing road users, so as to bring convenience to the residents and other road users in need of parking their vehicles (Mr YICK Shing-chung, Angus); and
- (4) the residents relayed that they had reported the problem of illegal parking to the HKPF for help but the HKPF did not deploy the police officers to handle the problem and conduct law enforcement work at the site concerned every time. Sometimes, the security guards were asked to mediate in the problem. Thus, he was worried that the deterrent effect could not be achieved through the demarcation of double yellow lines along the road. He did not support the provision of additional parking spaces at the above site (Mr NG Chun-yu).

(Note: Mr LI Hung-por joined the meeting at 4:17 p.m.)

43. OC Dist Traffic Team (Tsuen Wan) of the HKPF responded that the HKPF would generally take prosecution actions on the illegally parked vehicles on the principle of fairness unless the discretion was exercised on the illegal parking which was found on the less busy roads or during the off-peak hours. Therefore, the data on the issue of tickets could not reflect the frequency of individual vehicles being repeatedly ticketed. Upon receipt of complaints about illegal parking, the HKPF would deploy the police officers to handle them at the earliest possible. Sometimes, the police officers probably arrived late due to the manpower shortage. The residents could report to the Police again and the HKPF would deploy staff to follow up. When other vehicles were barred from accessing the car park of the building due to the serious illegal parking near New Haven, the security guards of the building would probably be required to coordinate the traffic at the scene and the HKPF would deploy the police officers to provide assistance. The HKPF would continue to keep in view of the irregularities in Tsuen Wing Street and take law enforcement actions timely.

44. Engr/Tsuen Wan 1 of the TD responded that the metered parking spaces were provided outside Young Ya Industrial Building and a car park was also provided in New Haven. The TD would review the demand of the residents nearby for consideration as to whether additional metered parking spaces should be provided.

45. The Chairman concluded that he hoped that the situation would be improved after the designation of the 24-hour restricted zone was completed in June 2018. Also, the HKPF would continue to keep in view of the problem of illegal parking in Tsuen Wing Street.

IX Item 8: To Tackle the Illegal Parking Stringently To Develop Aiding Techniques for Law Enforcement

(T&TC Paper No. 8/18-19)

46. The Chairman said that the paper was submitted by Mr NG Hin-lung, Norris and introduced Ms CHAN Ho-yan, Louisa, District Operations Officer (Tsuen Wan) (Dist Ops Offr (Tsuen Wan)) of the HKPF. The Secretariat had received the written replies from the Security Bureau and Transport and Housing Bureau (THB) before the meeting and distributed them for Members' perusal.

(Note: Mr CHAN Chun-chung, Jones joined the meeting at 4:26 p.m.)

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

(Note: Mr LAM Faat-kang left the meeting at 4:30 p.m.)

48. Dist Ops Offr (Tsuen Wan) of the HKPF responded that other police districts had launched the trial run of Electronic Fixed Penalty Tickets (the "E-Ticketing") scheme against illegal parking and the HKPF had given views on the E-Ticketing scheme to the departments concerned for consideration. On the use of the new technology for law enforcement, according to section 15 of the Fixed Penalty (Traffic Contraventions) Ordinance (Chapter 237), a police officer was required to deliver a FPT personally to the driver of the vehicle or fix the FPT on the vehicle when a traffic contravention was being or had been committed. The Department of Justice also specified clearly that the closed-circuit television (CCTV) footages which were not of retrospective effect were not admissible for prosecution. Therefore, the proposal would be considered only after the THB had made amendments to the ordinance. On the use of the high technology such as chips for law enforcement, the HKPF would conduct further studies on this aspect after the TD had made co-ordination and dealt with the issues such as the personal data privacy.

(Note: Mr LI Hung-por left the meeting at 4:35 p.m.)

49. OC Dist Traffic Team (TW) of the HKPF responded that the HKPF was very concerned about the illegal occupation of the bus stop at Lido Garden on Castle Peak Road - Sham Tseng and had issued 167 and 187 FPTs in the vicinity of Lido Garden in March and April 2018 respectively. Although Lung Tang Road was not a trunk road in Tsuen Wan district, the HKPF would still deploy police officers to conduct inspections at the scene in order to confirm whether the illegally parked vehicles had caused obstruction to the traffic and issued 35 FPTs. The HKPF would continue to strengthen the law enforcement in the vicinity of the above locations to ensure the smooth access of emergency vehicles and maintain the pedestrian and road safety.

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

- (1) he enquired whether the legislation had imposed a restriction that the HKPF should only enforce law against illegal parking on the spot and the photographs or video recordings provided by the general public were not

admissible for prosecution. He wished to enquire about the effectiveness of the trial run of the E-Ticketing scheme which was launched previously (Mr CHENG Chit-pun);

- (2) he hoped that clarification would be sought for the legal restriction after the trial run of the non-immediate ticketing mode and the trial run of the model would be launched at the illegal parking blackspots at Tsuen Wing Street, Tsuen Wan West MTR Station and Mei Wan Street, etc. in Tsuen Wan district (Mr MA Ting-hei);
- (3) the residents of City Point had to wait for buses on another driving lane as the bus stop was occupied by the illegally parked vehicles, which endangered the road safety. He enquired the HKPF about the effectiveness of the launch of the E-Ticketing scheme and use of the CCTV in assisting the law enforcement in 2012 and 2014. He hoped that the trial schemes would be launched in Tsuen Wan district (Mr NG Chun-yu);
- (4) he enquired whether the law enforcement work under the E-Ticketing scheme was conducted with the aid of the portable video cameras carried by the police officers and whether the HKPF would launch the trial run of the E-Ticketing scheme in the New Territories South (Mr YICK Shing-chung, Angus);
- (5) he enquired whether a police officer could inform the motorist of the vehicle of the ticketing by short message or by post, apart from delivering the FPT personally to the motorist of the vehicle or fixing the FPT on the vehicle when a traffic contravention was committed. He also suggested that the T&TC should send a letter to the THB to advise the Administration on keeping abreast of the times and facilitating the law enforcement through legislative amendment (Mr NG Hin-lung, Norris);
- (6) it was very dangerous for the passengers to wait for the buses on the driving lane involuntarily when the bus stop was illegally parked by vehicles. He hoped that the HKPF would strengthen the law enforcement actions in the vicinity of Sham Tseng (Mr NG Hin-lung, Norris);
- (7) although Lung Tang Road was not a trunk road in Tsuen Wan district, it was the emergency access for the fire service vehicles and the car parks of the residential housing estates in the neighbourhood. He hoped that the HKPF would step up the inspections and law enforcement against illegal parking, so that the Fire Services Department's rescue operations would not be obstructed by the illegally parked vehicles (Mr NG Hin-lung, Norris); and
- (8) he enquired whether the targets of the law enforcement driven by E-Ticketing only included the vehicles which were illegally parked shortly for loading/unloading activities and excluded the vehicles which were parked for long due to the failure of the engine. He opined that the prosecution arrangements were unreasonable (Mr CHENG Chit-pun).

51. Dist Ops Offr (Tsuen Wan) of the HKPF responded that pursuant to section 15 of the Fixed Penalty (Traffic Contraventions) Ordinance (Chapter 237), a police officer was required to deliver the FPT personally to the motorist of the vehicle or fix the FPT on the vehicle when a traffic contravention was committed. The HKPF

could not institute prosecution against traffic contravention solely by tendering photographs or footages before the legislative amendment was made to the relevant legislation. Regarding the E-Ticketing scheme launched by the HKPF, a two-month trial run of the E-Ticketing scheme was launched in December 2017 by the Kowloon East Region and the New Territories North Region to mainly combat traffic contraventions but not illegal parking. The HKPF might consider the feasibility of instituting prosecutions by tendering CCTV footages only after the ordinance was amended. The HKPF was still reviewing the effectiveness of the E-Tickets and would inform Members of the relevant arrangements of the scheme when progress was made. The cameras carried by the police officers were not used for filming the illegal parking but for recording crimes and disputes.

(Note: Mr FUNG Cheuk-sum left the meeting at 4:45 p.m.)

52. OC Dist Traffic Team (Tsuen Wan) of the HKPF responded that the HKPF had received complaints about the illegal parking on Lung Tang Road and would continue to deploy police officers to follow up at the site until improvement was made. A police officer was required to deliver the FPT personally to the motorist of the vehicle or fix the FPT on the vehicle when a traffic contravention was committed. The trial scheme launched in Yuen Long district in the New Territories mainly addressed the traffic contraventions for prosecution. For example, if the motorist offender parked illegally and left the scene after loading/unloading activities, the HKPF could record the illegal loading/unloading activities of the motorist with the video camera and institute prosecution against the motorist in writing; however, the HKPF could not take prosecution actions against motorists under the trial scheme for the time being if the motorists only illegally parked their vehicles without committing any traffic contraventions such as loading/unloading activities.

53. The Chairman enquired whether the TD could adopt measures such as the demarcation of double yellow lines along the road in order to alleviate the situation of illegal parking on Lung Tang Road.

54. Engr/Tsuen Wan 2 of the TD responded that he would follow up on the matter after the meeting and report on the result to Members.

55. The Chairman concluded that Members agreed to send a letter of request to the THB after the meeting for requiring the Administration to provide the findings of the study report and the progress updates of the trial run of the E-Ticketing scheme launched by the HKPF in 2012, 2014 and 2017 for Members' reference.

(Post-meeting note: The Secretariat had sent a letter of request to the THB on 19 June 2018 for following up on the above-mentioned matter.)

X Item 9: Request to Improve the Public Transport Services from Ma Wan to the Airport in Early Morning

(T&TC Paper No. 9/18-19)

56. The Chairman said that the paper was submitted by Mr TAM Hoi-pong and introduced Mr CHEUNG Yu-chik, General Manager and Mr YEUNG Chi-ho, Assistant Manager (Bus Operations) of the Park Island Transport Company Limited (PITCL) who attended the meeting.

(Note: Mr KOT Siu-yuen left the meeting at 4:55 p.m.)

57. Mr TAM Hoi-pong introduced the paper.

58. Assistant Manager (Bus Operations) of the PITCL responded that the passengers who needed to travel to the airport during the overnight period could take Route No. NR332 to Kwai Fong and interchange at the same bus stop for Route No. NA32 of the Long Win Bus Company Limited (Long Win). In this way, the passengers could arrive at the airport at around 5:30 a.m. and 5:50 a.m.

59. The Chairman said that as the bus terminus of Cheung On Estate in Tsing Yi was located in Kwai Tsing district, the staff of the TD in Tsuen Wan district were not in a position to give response to this matter.

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

- (1) he agreed that passengers could travel to the airport by taking the 24-hour PITCL buses running on Kwai Fong route to arrive at Kwai Fong and interchange for the bus routes of the KMB or Long Win. They could check the timetable of Route No. NR332 before choosing the bus routes (Mr CHAN Sung-ip); and
- (2) as Route No. NA32 did not pass through all locations around the airport, he hoped that Route No. NR334 could stop temporarily at the bus terminus of Cheung On Estate in Tsing Yi to facilitate the passengers to make interchanges. He also suggested that the additional departures at 5:00 a.m. should be provided (Mr TAM Hoi-pong).

61. Assistant Manager (Bus Operations) of the PITCL responded that it was difficult for the PITCL to allocate resource to advance the time of the first departure of Route No. NR334 due to the low patronage travelling from Ma Wan to Tsing Yi, Kwai Fong or the airport during late night. At present, Route No. NA32 passed through the main locations around the airport, including the Hong Kong International Airport Terminal 1 and 2. Also, the patronage of the overnight bus services was insufficient to support the overnight buses to cover other areas. Besides, the proposal on the temporary stopping of Route No. NR334 at the bus terminus of Cheung On Estate in Tsing Yi should be discussed by the Kwai Tsing District Council.

62. Senior Transport Officer/Tsuen Wan (Sr Transp Offr/Tsuen Wan) of the TD responded that the overnight bus services were of low patronage. The TD

encouraged passengers to make use of the existing public transport services. The bus interchanges at the same station was a more suitable arrangement for passengers and it could also ensure the safety of passengers travelling during late night.

XI Item 10: Request to Improve the Public Transport Services from Belvedere Garden, Ting Kau and its vicinity to Tsuen Wan West MTR Station
(T&TC Paper No. 10/18-19)

63. The Chairman said that the paper was submitted by Mr WONG Wai-kit and Ms LAM, Lam Nixie. The Secretariat had received the written reply from the Mass Transit Railway Corporation Limited (MTRCL) before the meeting and had distributed it for Members' perusal.

64. Mr WONG Wai-kit introduced the paper.

65. Sr Transp Offr/Tsuen Wan of the TD responded that the green minibus (GMB) Route No. 96P currently provided the ancillary service during the peak hours and spare capacity of KMB Route Nos. 234B, 34 and 53 was found available during the off-peak hours. It was believed that the passenger demand could be met. The TD would implement the enhancement measures timely according to the development in Tsuen Wan West and the change in passenger demand in future.

66. Assistant Manager (Planning and Development Department) of the KMB responded that compared to the journey time in the past, it was reduced by five to eight minutes after Route No. 34 (towards Tsuen Wan West MTR Station) was re-routed in January 2018 to travel via Tai Chung Road to Tsuen Wan West MTR Station. The KMB noted the passengers' aspiration for enhancing the return trip of Route No. 34. However, as Route No. 34 also ran via Kwai Tsing district apart from serving the residents in Tsuen Wan district, the KMB should seek to balance the passenger demands of these two districts and would continue to study in-depth the proposals on the route enhancement and sectional fare of Route No. 34. For the proposed increase of frequency of Route Nos. 234B and 34, their occupancy rates during the peak hours at present were about 55% and 60% respectively, both of which did not meet the requirement of the guideline on frequency increase. The KMB would draw reference from the TD's guidelines on frequency increase to closely keep in view of the development and change in patronage volume of the Tsuen Wan West MTR Station in future, and consider increasing the frequency or number of buses when appropriate. The KMB noted and would study Members' views on the bus stop locations of Route Nos. 34, 234A and 234B.

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

- (1) she supported the service enhancement and rationalization of Route No. 234B to bring convenience to the residents along the coastal areas in Tsuen Wan district to travel to Tsuen Wan town centre (Ms FAN Regine Hui-yu);
- (2) there were many bus routes plying between Tsuen Wan West and other parts in Tsuen Wan, but the passenger demand was not met. The bus company should study how to improve the traffic in the vicinity of Tsuen

Wan West. He supported the relocation of the bus stops of Route Nos. 234A and 234B (Mr NG Hin-lung, Norris);

- (3) he suggested that the buses should be arranged to travel to Tsuen Wan West MTR Station via Hoi On Road during the periods of sufficient patronage (Mr NG Hin-lung, Norris);
- (4) the bus fares of Route Nos. 234B and 53 at the en route stop in Phase III, Belvedere Garden were different. Passengers were more likely to choose to take Route No. 234B of a lower bus fare. He enquired whether the KMB would adjust the bus fare (Mr YICK Shing-chung, Angus);
- (5) the residents in the vicinity of Ting Kau complained about the inadequate bus services. The last departure of Route No. 234B departed at 11:00 p.m. at present. He hoped that the KMB would consider deferring the departure time of the last departure so as to bring convenience to the passengers of the last departure of the MTR train to return home by interchanging to bus Route No. 243B (Mr CHENG Chit-pun);
- (6) she had all along been striving for enhancement of the public transport services from Belvedere Garden to Tsuen Wan West MTR Station. She hoped that the TD would continue to follow up on the extension of the service hours of GMB Route No. 96P to whole-day service, interchange concession for Route No. 34, standardisation of the sectional fares, standardisation of the bus fares of similar bus routes and provision of the MTR Fare Savers on the newly completed pedestrian walkways in order to address the problem of transport support services for the residents of Belvedere Garden who travelled to Tsuen Wan West MTR Station. She welcomed the other innovative solutions proposed by the government departments (Ms LAM, Lam Nixie); and
- (7) he hoped that the proposed relocation of bus stops would be considered as soon as possible (Mr WONG Wai-kit).

68. Sr Transp Offr/Tsuen Wan of the TD responded that GMB Route No. 96P currently provided the ancillary service during the peak hours. If the service hours were extended, additional number of minibuses and manpower resources would be required for the provision of the additional service. As the existing bus services had already met the passenger demand, the TD would closely keep in view of the change in passenger demand and implement the enhancement measures timely according to such demand.

69. Assistant Manager (Planning and Development Department) of the KMB responded that the KMB noted Members' aspiration of the enhancement of the transport services from Belvedere Garden to Tsuen Wan West MTR Station, the sectional fares and the time of the last departure of Route No. 234B. The KMB would carefully study the proposals concerned.

70. The Chairman concluded that he hoped that the TD and KMB would note Members' views and actively consider the proposals concerned to improve the level of bus services.

XII Item 11: Request the KMB to Enhance the Bus Services via Shing Mun Tunnels by Making Available the Bus Route via Cheung Shan Estate

(T&TC Paper No. 11/18-19)

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

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

73. Sr Transp Offr/Tsuen Wan of the TD responded that the residents of Cheung Shan Estate could travel to Wo Che by taking the special departures of Route No. 48X running via Cheung Shan Estate during the off-peak hours at 7:30 a.m. and 8:30 a.m. on Saturday, Sunday and public holidays. If all departures of Route No. 48X ran via Cheung Shan Estate, the journey time would be lengthened and the frequency and the existing passengers would be adversely affected. At present, the residents of Cheung Shan Estate could walk to the bus stop outside Ho Fung College in seven minutes for taking Route No. 48X or other bus routes such as Route Nos. 46X, 47X, 40X, 40P and 46P to travel to Shatin. The TD and KMB would continue to closely keep in view of the passenger demand and timely review the existing driving arrangements.

74. Assistant Manager (Planning and Development Department) of the KMB responded that the residents of Cheung Shan Estate could also walk to the bus stops at Hoi Pa Resite Village on Yi Pei Chun Road or Sam Tung Uk Resite Village for taking other routes, apart from choosing to take the special departures of Route No. 48X. The patronage of the special departures of Route No. 48X at Cheung Shan Estate was not more than four people in April 2018 and no passengers waited for the buses on individual departure. He opined that the existing driving arrangements of the route were appropriate. The KMB noted Members' views and would consider increasing the number of bus routes running via Cheung Shan Estate in the future Bus Route Planning Programmes.

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

- (1) he hoped that the KMB would arrange special departures to run via Cheung Shan Estate in the future Bus Route Planning Development Programmes, provided that the existing passengers were not affected (Mr CHAN Chun-chung, Jones); and
- (2) as the public transport network of Cheung Shan Estate was inadequate, he supported the increase in the number of bus routes which ran via Cheung Shan Estate. He opined that there were differences in the level of patronage which were calculated at different time periods by the bus company (Mr MAN Yu-ming).

76. The Chairman hoped that the TD and KMB would note Members' views.

XIII Item 12: Request to Introduce the Smart Bus Stop for Trial Run in Tsuen Wan District

(T&TC Paper No. 12/18-19)

77. 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.

78. Mr CHENG Chit-pun, Ms FAN Regine Hui-yu and Mr MA Ting-hei introduced the paper.

79. Assistant Manager (Operation) of the KMB responded that it was a novel proposal. The KMB noted Members' views and needed to carefully study the feasibility of the proposal.

80. The Chairman hoped that the KMB would note Members' views and consider the feasibility of introducing a smart bus stop at the location proposed by Members.

XIV Item 13: Strongly Request to Improve the Transport Services from Allway Gardens to Tsuen Wan West Railway Station

(T&TC Paper No. 13/18-19)

81. The Chairman said that the paper was submitted by Ms LAM Yuen-pun, Phyllis and Mr TSANG Tai.

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

83. Assistant Manager (Planning and Development Department) of the KMB responded that Route No. 39A running via Tsuen King Circuit would pass via Tsuen Wan town centre and Tai Wo Hau before heading to Tsuen Wan West MTR Station. The KMB would have to make drastic changes to the existing routeing if the journey was shortened. This would affect the passengers who travelled to Tai Wo Hau and Yan Chai Hospital. The KMB would carefully consider the proposal. Besides, the KMB had arranged a trial routeing to Tai Chung Road in January 2018 for Route No. 34. A further observation on the impact of the above arrangement on the road traffic was required for taking into account as to whether one or two more routes could be provided to run to Tsuen Wan West MTR Station via Tai Chung Road. The KMB would liaise with Members and seek views from the DC upon formulation of a comprehensive proposal.

84. Ms LAM Yuen-pun, Phyllis said that it was not necessarily to revise the routeing of Route No. 39A. The best solution was to introduce a bus route which headed directly to Tsuen Wan West MTR Station to bring convenience to the residents in the district to travel to Tsuen Wan West MTR Station during the commute hours for taking the MTR. In her opinion, the increase in one or two bus routes to run to Tsuen Wan West MTR Station via Tai Chung Road would not lead to traffic congestion on Tai Chung Road and the KMB should have obtained sufficient data for making evaluation of the effectiveness of the routeing since the launch of the trial run in January 2018. She had been pursuing improvements for the issues for many years.

She enquired the KMB on the reasons for its failure to implement the proposal into practice and hoped that the TD would give response to this matter.

85. Assistant Manager (Planning and Development Department) of the KMB responded that the KMB noted Members' aspiration of introducing a new bus route heading to Tsuen Wan West MTR Station during the peak hours. As additional resources were required for the provision of a faster and shorter new bus route to Tsuen Wan West MTR Station, the KMB had to consider the estimated patronage and resources available for allocation and would carefully study the proposal.

86. Engr/Tsuen Wan 1 of the TD responded that the TD did not receive relevant complaints after the re-routeing of Route No. 34 to run via Tai Chung Road and noted the passengers' views in support of the re-routeing arrangement.

87. The Chairman concluded that he hoped that the KMB would arrange more bus routes to run via Tai Chung Road in order to shorten the journey time if the re-routeing of the bus route via Tai Chung Road was effective.

XV Item 14: 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 April 2018)
(T&TC Paper No. 14/18-19)

88. District Engineer/Works(Southwest) (Dist Engr/Works(SW)) of the HyD introduced the minor traffic improvement projects of Tsuen Wan district and their timetables.

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

- (1) he enquired about the arrangement of project NE/18/00143-34 (improvement of the road facilities on Ma Sim Pai Road) to tie in with the location of the opposite ramp for the disabled (the Vice Chairman);
- (2) she was concerned about the works progress of project NE/17/02187-25 (improvement of the facilities of the Public Transport Interchange on Sai Lau Kok Road to tie in with the operation of 19-seat public light buses). She hoped that the HyD would complete the project as scheduled so as to bring the convenience to the residents of Tsing Lung Tau to wait for the public transport (Ms FAN Regine Hui-yu);
- (3) she enquired about the progress of project NE/17/02187-25 (improvement of the facilities of the Public Transport Interchange on Sai Lau Kok Road to tie in with the operation of 19-seat public light buses) (Ms LAM, Lam Nixie); and
- (4) she hoped that the HyD would properly liaise with the CLP on the relocation of the underground facilities for the project NE/16/02127-55 (widening of the carriageway at the junction of Tsuen King Circuit and On Yin Street, provision of street refuge and improvements of the traffic signs and traffic markings) (Ms LAM Yuen-pun, Phyllis).

90. Dist Engr/Works(SW) of the HyD responded that he would follow up on the arrangement of the project NE/18/00143-34 with Members after the meeting. The HyD anticipated that the project NE/17/02187-25 would be completed by the end of June 2018. The HyD noted Members' views on the project NE/16/02127-55 and would liaise and follow up with the public utilities company concerned to avoid carrying out the road openings works repeatedly.

XVI Item 15: Funds Allocation for the Traffic and Transport Committee 2018-19
(T&TC Paper No. 15/18-19)

91. The Secretary introduced the paper.

(Note: The Hon CHAN Han-pan, Ben joined the meeting at 6:06 p.m.)

92. The T&TC endorsed the allocation of the DC Funds (Community Involvement Project) in 2018/19 as follows:

<u>Item</u>	<u>*Fund available for use (\$)</u>
(1) Task Force on Public Transport Network	94,000.00
(2) Working Group on Road Safety Education and Promotion	273,000.00
(3) Working Group on Tsuen Wan Footbridge Network	0.00
(4) Travelling Fee for Site Inspections	2,300.00
(5) Reserve	0.00
Total:	<u>369,300.00</u>

* Including 5% deficit budget.

93. Members endorsed that the Secretariat was authorised to approve amendments to project titles, venues, dates and time of the activities proposed by relevant organisations with respect to the approved funding applications without making any changes to the approved estimates of expenditure.

XVII Item 16: Progress Reports of Working Groups under the Traffic and Transport Committee

(A) Working Group on Tsuen Wan Footbridge Network

94. Ms LAM, Lam Nixie reported that, according to the information provided by the HyD in late April 2018, the HyD was undergoing the engagement of engineering consultant companies for the construction study, design and implementation of the project of Footbridge B. Regarding the projects of Footbridges C and E, the TD and HyD would study the concurrent implementation of the projects of these two footbridges. The project initiation of Footbridge E was underway and the initial alignment would extend from Chelsea Court to City Point via Ma Tau Pa Road and Wing Shun Street. On 17 April 2018, the TD and HyD held a meeting with the representatives of City Point, including the Chairman of the owners' committee, representatives of the property management offices and the district councillor of the constituencies concerned to report on the progress of the project of Footbridge E and discuss the opening of the public walkway at City Point round the clock. The

representatives of City Point supported the early implementation of the project of Footbridge E and undertook to follow up with the Lands Department (Lands D) on the opening of the public walkway at City Point round the clock. Upon completion of the 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. Regarding the project of Footbridge D (PWP Item No. 164TB), the temporary relocation of the existing underground water mains was completed in February 2018. In addition, the CLP had completed the relocation of the existing cable in late March 2018 and the foundation works of Footbridge D had commenced. The HyD would also continue to follow up with the property management agencies of Tsuen Wan Plaza and Skyline Plaza on the details of the footbridge connection works. Besides, regarding the retrofitting works of the pedestrian footbridge of Tai Wo Hau MTR Station with escalator, the HyD continued to prepare the relevant design of the foundation, structure, lighting, landscaping, drainage, mechanical and electrical works, etc. The HyD would seek views from other departments on the relevant documents and layout plans for the gazettal of the project. The HyD was also preparing the relevant documents for approval by the Advisory Committee on the Appearance of Bridges and Associated Structures.

(B) Task Force on Public Transport Network

95. Mr CHOW Ping-tim reported that the Task Force had held its 17th meeting on 11 April 2018 to continue 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:

Regarding the provision of motorcycle parking space in Tsuen King Circuit near Block 8, Tsuen King Garden, the HyD had clarified the boundary of construction site with the Lands D. The works would commence soon and was expected to be completed in mid-2018. Besides, the TD was granted the “excavation permit” for the works on the provision of additional motorcycle parking space in Hoi Pa Street. Relocation of the underground public facilities would commence and was expected to be completed within three months.

- (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:

The deputy convenor expected that the first follow-up meeting with the relevant parties would be held in late May 2018 for reporting on the latest situation to the Task Force.

- (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:

The HyD had submitted the enhanced temporary traffic arrangement to the department concerned again for approval. It was hoped that the works would be completed at the earliest possible after the “excavation permit” had been obtained. The HKPF had issued a total of 109 tickets on illegal parking in February and March 2018.

- (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:

Due to the recent public holidays in Easter and Ching Ming Festival, the TD did not have the latest survey report on GMB Route No. 310. The KMB reported on the findings of the patronage survey conducted at the bus stop at Waterside Plaza during the morning peak hours on 19 March 2018 and the data on patronage of the same period last year for comparison.

- (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:

The TD was studying the traffic improvement measures for the site concerned, including the widening of the lay-by and designation of no-stopping zone, with a view to improving the traffic thereat. The TD would conduct a public consultation through the Tsuen Wan District Office upon formulation of the related proposals. If affirmative responses were obtained, the TD would request the HyD to carry out the relevant works.

- (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:

Regarding the proposed improvement of Wing Tak Street to facilitate the rides of 12-metre-long buses, the preliminary proposal was to widen the junction of Texaco Road and Wing Tak Street which involved the land underneath the flyover of Tsuen Wan Road temporarily used by the HyD. The TD was discussing how to handle the land with the Lands D and would report the result to the Task Force when the outcome of discussion was available.

- (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:

As the Hutchison Telecommunications (Hong Kong) Limited had not commenced the relocation of the underground facilities, the HyD had urged it to follow up as soon as possible because three public utilities companies would conduct the works subsequently. The HyD anticipated that the second phase of the improvement works on Wang Lung Street would commence after the fourth quarter of 2018 upon the completion of works by all these public utilities companies.

- (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 MTRCL launched a trial run of changing the direction of operation for the escalators concerned during the evening peak hours from 19 to 23 March 2018. The MTRCL considered that the demand for the provision of the escalators in ascending direction was far exceeded the demand for descending direction from the consolidated observations. The MTRCL would closely monitor the operation and arrangement of the facilities in MTR stations in order to maintain the smooth passenger flow and passenger safety. The Task Force was discontented with the MTRCL's reply and hoped that the MTRCL would review the arrangement again.

- (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 TD reported that according to the information provided by the HyD and the departments responsible for the ancillary works, the TD anticipated that the improvements of the public transport interchange on the G/F of Tsuen Wan Multi-storey Carpark Building would be completed in late June 2018.

Besides, Members discussed the "Bus Route Planning Programme 2018 -2019 for Tsuen Wan District" and "Discussion of the Details of Activities Programmes of the Task Force for the Current Year" at the meeting. The 18th meeting of the Task Force was scheduled on 23 May 2018.

(C) Working Group on Road Safety Education and Promotion

96. The Vice Chairman reported that the Working Group on Road Safety Education and Promotion had held its 1st meeting on 18 April 2018 for discussion of various activities for the current year. It was tentatively decided that the three activities organised last year would be held for the current year, including the "Tsuen Wan

District Road Safety Day-cum-Exemplary Pedestrians Recognition Day”, “Tsuen Wan District Road Safety Talk for the Elderly” and “Tsuen Wan District Road Safety Carnival”. These activities would be held during September and November 2018. The Working Group would inform the T&TC Members when the dates of the activities were decided.

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

97. The Chairman reported that the Working Group on Traffic Review and Improvement Plans for Tsuen Wan Road and Associated Junctions (Non-standing) had held its 2nd meeting on 2 May 2018. After discussion, Members agreed that the HyD could implement the arrangements of the less controversial road improvement works, including the construction of a U-turn slip-road near the roundabout at Tai Chung Road and improvement works at the junction of Texaco Road/Yeung Uk Road and Kwai Fuk Road. The proposed arrangement for vehicles entering Tuen Mun Road from a left turn on Hoi On Road was shelved but the collection of data on traffic flow would be proceeded for assessing the effectiveness of the other proposed projects.

XVIII Item 17: Any Other Business

98. The views of Members were summarised as follows:

- (1) he hoped that the HKPF would follow up on the problem of traffic congestion at Lo Wai Road (Mr CHAN Yuen-sum, Sumly);
- (2) he hoped that the TD would actively follow up on the provision of railings at the Shing Mun Reservoir to curb illegal parking (Mr CHAN Yuen-sum, Sumly);
- (3) regarding the paper “Installation of the Additional Traffic Detectors, Speed Map Panels and Journey Time Indication Systems” (T&TC Paper No. 01/18-19) submitted by the TD, he proposed to install the equipment at the carriageway along Tai Chung Road (towards Tuen Mun Road) in Tsuen Wan to divert the traffic flow (the Vice Chairman);
- (4) he agreed that discussion papers could be submitted to the T&TC for Members’ discussion (the Hon CHAN Han-pan, Ben); and
- (5) as there was a serious problem of illegal parking at the bus stop of Shek Kwai House in the morning, he hoped that the HKPF would step up the law enforcement, and that the TD would consider how to improve the road facilities in order to solve the problem (Mr MAN Yu-ming).

99. The Chairman stated that Members could submit papers on the items for further discussion by the T&TC. He hoped that the HKPF would note Members’ views and follow up on the traffic congestion at Lo Wai Road with the offices of the TD in Tsuen Wan and Kwai Tsing districts.

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

- (1) Financial Statement of Traffic and Transport Committee 2017-18 (T&TC Paper No. 16/18-19).

101. The Chairman reminded Members that the next meeting was scheduled on 9 July 2018 (Monday) and the deadline for submission of paper was 21 June 2018.

XIX End of the Meeting

102. There being no other business, the meeting was adjourned at 6:20 p.m.

Tsuen Wan District Council Secretariat
June 2018