

(Translation)

Minutes of the 16th Meeting of Traffic and Transport Committee (2/18-19)

Date: 9 July 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
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, BBS, JP
Mr CHAN Chun-chung, Jones
Mr CHAN Sung-ip, MH
Mr CHAN Yuen-sum, Sumly
Mr WONG Wai-kit, MH
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 NING Ka-hing	Sergeant, 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 CHONG Kwok-wai	Senior District Engineer/General (3), 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 3

Mr CHEN Kin-tung, Tommy Senior Estate Surveyor/Central (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department

Mr LEUNG Cho-chiu Estate Surveyor/Central 1 (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department

Mr AU Kin-pun Representative, MLA Architects (H.K.) Limited

Mr YUEN Yat-chung Representative, Siu Yin Wai & Associates Limited

For discussion of item 4

Mr TANG Kin-on Engineer/Consultants Management 13, Drainage Services Department

Mr NG Ming-lau Resident Engineer, Atkins China Limited

Mr CHEUNG Tak-hung Site Agent, Po Wing H. P. Drainpipe & Construction Company Limited

For discussion of item 6

Mr CHAN Kin-hong Engineer/Transport, Security & Central Services 3/1, Electrical and Mechanical Services Department

Mr CHEUNG Kam-chin Senior Electronics Inspector/Transport, Security and Central Services 3/Traffic Aids and Signals, Electrical and Mechanical Services Department

For discussion of item 7

Mr Rayson LAW

Planning and Support Officer I, Long Win
Bus Company Limited

For discussion of item 9

Miss LAU Pui-pui

Public Relations Manager (External Affairs),
Mass Transit Railway Corporation Limited

For discussion of item 10

Mr MOK Wai-yin

Senior Engineer/4, Lighting Division,
Highways Department

Mr LAM Chun-ho

Health Inspector (Contract Management)1,
Food and Environmental Hygiene Department

The Meeting

I Opening Remarks and Introduction

The Chairman welcomed the Members, Co-opted Members and representatives from the Government and corporations to the 16th meeting of the Traffic and Transport Committee (T&TC) and introduced Mr NING Ka-hing, Sergeant, District Traffic Team (Tsuen Wan) of the Hong Kong Police Force (HKPF), who attended the meeting on behalf of Mr LUI Sui-hung, Eddie.

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

(Note: Mr CHOW Ping-tim joined the meeting at 2:36 p.m. Mr WONG Fah-man joined the meeting at 2:40 p.m.)

II Item 1: Confirmation of Minutes of the Meeting held on 7.5.2018

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

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

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

IV Item 3: Propose to Construct a Single-storey Covered Footbridge Near the Junction of Yeung Uk Road and Ma Tau Pa Road in Tsuen Wan District
(T&TC Paper No. 18/18-19)

5. The Chairman said that the paper was submitted by the Lands Department (Lands D), Transport Department (TD) and Highways Department (HyD) and introduced the following representatives from the Lands D and consultant companies engaged by the Lands D who would brief Members on the agenda item:

- (1) Mr CHEN Kin-tung, Tommy, Senior Estate Surveyor/Central (District Lands Office, Tsuen Wan and Kwai Tsing) (Sr Estate Surveyor/Central (District Lands Office, Tsuen Wan and Kwai Tsing)), Lands D;
- (2) Mr LEUNG Cho-chiu, Estate Surveyor/Central 1 (District Lands Office, Tsuen Wan and Kwai Tsing) (Estate Surveyor/C1 (District Lands Office, Tsuen Wan and Kwai Tsing)), Lands D;
- (3) Mr AU Kin-pun, Representative, the MLA Architects (H.K.) Limited; and
- (4) Mr YUEN Yat-chung, Representative, Siu Yin Wai & Associates Limited.

6. Sr Estate Surveyor/Central (District Lands Office, Tsuen Wan and Kwai Tsing) of the Lands D introduced the paper.

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

- (1) he enquired about the arrangement for pedestrians accessing to Yeung Uk Road from Ma Tau Pa Road during the road closure due to the construction works (Mr NG Chun-yu);
- (2) he enquired whether the Lands D would reopen the currently closed area, which was highlighted in white, for the construction of a temporary pedestrian walkway at the location (Mr NG Chun-yu); and
- (3) he enquired about the works schedule of the entire project (the Chairman).

(Note: Mr MAN Yu-ming joined the meeting at 2:42 p.m. Mr LI Hung-por joined the meeting at 2:43 p.m.)

8. The representative of the MLA Architects (H.K.) Limited responded that the areas highlighted in yellow and blue on the plan would be closed during the construction works. To facilitate the access by pedestrians, a temporary pedestrian walkway would be provided to the north of the area highlighted in red lines and routed towards Yeung Uk Road in the north-east direction via the enclosed area highlighted in yellow. The existing area in white was temporarily closed for the implementation of lift works by the Government and a temporary pedestrian walkway would be provided at the location in future.

9. Sr Estate Surveyor/Central (District Lands Office, Tsuen Wan and Kwai Tsing) of the Lands D responded that the Lands D would gazette the project pursuant to the established procedures of the Roads (Works, Use and Compensation) Ordinance and the developer would commence the works after the gazettal.

10. The Chairman concluded that Members supported the project and hoped that it could be concurrently carried out to tie in with the works of the construction sites nearby.

(Note: Mr KOT Siu-yuen joined the meeting at 2:47 p.m.)

V Item 4: DC/2017/03 - Upgrading of West Kowloon and Tsuen Wan Sewerage Phase 1

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

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

- (1) Mr TANG Kin-on, Engineer/Consultants Management 13 (Engr/Consultants Mgt 13) of the DSD;
- (2) Mr NG Ming-lau, Resident Engineer of the Atkins China Limited; and
- (3) Mr CHEUNG Tak-hung, Site Agent of the Po Wing H. P. Drainpipe & Construction Company Limited.

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

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

- (1) he hoped that the DSD would notify the stallholders of Market Street and public transport operators about the works arrangement (Mr KOO Yeung-pong);
- (2) he enquired whether the traffic congestion in the vicinity would be aggravated by the road closure in Ho Pui Street and about the timetable of the road closure (Mr MA Ting-hei);
- (3) he enquired about the timetable of the works schedule of Market Street for notifying the residents nearby. He hoped that the HKPF would deploy police officers to step up patrols and law enforcement against illegal parking and negotiate with the public transport operators and drivers in the district with a view to solving the problem of traffic congestion caused by the prolonged parking of some vehicles in Market Street (Mr WONG Wai-kit);
- (4) as the roads around Mary of Providence Primary School were narrow, the works might endanger the pedestrians who crossed the roads. He therefore suggested that the works involving the closure of Chung On Street should be extended from five phases to six phases. If illegal parking in Ho Pui Street remained unsolved by then, the traffic of the entire road would be paralysed. He hoped that the departments concerned would adopt the temporary traffic arrangements to combat illegal parking (Mr NG Chun-yu);
- (5) he was concerned about placing of goods on the carriageway by some shop operators in Wo Tik Street and proposed to relocate the directional sign in Hoi Pa Street and give a written notification to all the parties concerned about the arrangements and contact details of the works project (the Vice Chairman); and
- (6) as it was necessary to close one driving lane at Market Street in the course of works, she enquired whether the DSD had properly worked out the diversion measures and about the completion date of the works (Ms LAM Yuen-pun, Phyllis).

(Note: Mr CHENG Chit-pun joined the meeting at 2:58 p.m.)

14. Resident Engineer of the Atkins China Limited responded that having considered the existing service of minibus and residents' coach in Market Street, the Atkins China Limited retained the two one-way driving lanes when drawing up the traffic diversion measures and maintained good communication with the residents' coach and minibus operators to minimise the impact. It was anticipated that the works in Market Street would be completed in one year.

15. Site Agent of the Po Wing H. P. Drainpipe & Construction Company Limited responded that it was expected that limited impact would be brought by Phase Five of the works in Chung On Street which lasted for about a week or so. The Po Wing H. P. Drainpipe & Construction Company Limited had also sought views from the public transport operators, Mary of Providence Primary School and shop operators to minimise the impact caused by the works. Besides, the removal of hard shoulder would facilitate the minibus drivers to make turns.

16. The representative of the HKPF responded that the Police would deploy police officers to patrol in Wo Tik Street from time to time and take prosecution actions against shop operators for shop front extensions according to the situations. To prevent traffic congestion, the police officers would also remind the public transport operators who provided service in Market Street that they should only stopover in Wo Tik Street for picking up passenger. The Police would also pay attention to the illegal parking in Ho Pui Street and follow up when required.

17. The Chairman concluded that Members supported the temporary traffic arrangements and asked the DSD to inform Members of the relevant arrangements via the Secretariat as soon as possible upon finalising the timetable.

VI Item 5: Request to Enhance the Cross-boundary Public Transport between Tsuen Wan and Various Boundary Crossings

(T&TC Paper No. 20/18-19)

18. The Chairman said that the Vice Chairman submitted the paper. The Secretariat had received the written reply from the TD before the meeting and had distributed it for Members' perusal.

19. The Vice Chairman introduced the paper.

20. Senior Transport Officer/Tsuen Wan (Sr Transp Offr/Tsuen Wan) of the TD responded that the TD had to make good use of the resources in addition to the provision of convenient service of various districts for the public when planning the public transport services. Hence, when the TD considered the introduction of a new bus route, it would take various factors into account, including whether there was adequate patronage for the new route in the area concerned, the alternative public transport services readily available and their existing service level, the feasibility of the proposed route and its prospective burden on traffic as well as the roadside air

pollution caused. Given the road and transport resources were limited in Hong Kong, the TD encouraged members of the public to make good use of the existing public transport services and interchange arrangements among various routes in order to enhance the efficiency of public transport services. As the residents in Tsuen Wan were provided with a number of options under the existing public transport network to travel from Tsuen Wan to the land control points, the TD had no plan to introduce new bus routes plying between the locations concerned for the time being for optimal use of resources. The TD noted Members' views and would continue to keep in view of the utilisation of the public transport services concerned and review the service arrangements with the operators when necessary.

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

- (1) the residents of Tsuen Wan district and its vicinity travelled frequently between the Mainland and Hong Kong for residence and work. He hoped that more cross-boundary public transport services plying between Tsuen Wan and various land boundary crossings would be provided to facilitate the public to travel around (Mr CHAN Yuen-sum, Sumly);
- (2) he hoped that the TD would provide the information on all the public transport services from Tsuen Wan to various land boundary crossings after the meeting and consider introducing a cross-boundary bus route travelling from Tsuen Wan to the Hong Kong Port of Hong Kong-Zhuhai-Macao Bridge (HZMB) (the Vice Chairman);
- (3) the frequency of bus route no. B1 (from Yuen Long to Lok Ma Chau) provided by the Kowloon Motor Bus Company (1933) Limited (KMB) had been increased to one headway per seven to ten minutes during the morning peak hours (6:00 a.m. to 9:00 a.m.) and the return trip was operated at five-minute intervals. It showed that the passenger demand was not low. He therefore hoped that the TD would examine whether the passengers travelling from Tsuen Wan would interchange for Lok Ma Chau at the interchange stations. If the patronage was sufficient to support the operation of the bus service, he hoped that the TD would consider introducing special departures during peak hours that travelled directly from the land boundary crossings to Tsuen Wan town centre and its vicinity in order to improve the traffic condition (Mr NG Hin-lung, Norris);
- (4) the bus routes travelling from Tsuen Wan district to various land boundary crossings were not provided by the franchised bus companies for the moment. Only the non-franchised cross-boundary bus services travelling to the land boundary crossings at Shenzhen Bay, Futian and Huanggang were provided. He therefore hoped that the TD would consider introducing a bus route departing from Tsuen Wan to the Hong Kong Port of the HZMB via Kwai Tsing to facilitate the public to travel around (Mr CHAN Sung-ip); and
- (5) although the passengers in Tsuen Wan could travel to Yuen Long and make interchange for the buses travelling to the land boundary crossings, it was not fast and convenient. The non-franchised cross-boundary bus provided direct trip to the land boundary crossings, but there were no en route stops

for passengers to get on board and it was not routed via Sham Tseng. The bus fare was also expensive. He hoped that the TD would review whether the existing arrangements were an efficient use of the resources that met the demand of the passengers in Tsuen Wan (Mr CHENG Chit-pun).

(Note: Ms FAN Regine Hui-yu joined the meeting at 3:11 p.m.)

22. The Chairman hoped that the TD would take note of Members' views and take their proposals into account when preparing the Bus Route Development Programme.

VII Item 6: Strongly Request the Transport Department/Electrical and Mechanical Services Department/Highways Department to Submit the Records of Routine Checks on Traffic Lights as well as the List of Various Locations of Damage and Number of Repairs in the Past Three Years in Tsuen Wan District for Understanding; and to Re-examine the Reasonable Safe Distance for Vehicles in Motion at Various Sets of Traffic Lights in order to Identify the Proposals on Refinement and Thorough Improvement for Ensuring the Safety of Motorists and the General Public

(T&TC Paper No. 21/18-19)

23. The Chairman said that Mr CHOW Ping-tim submitted the paper and introduced Mr CHAN Kin-hong, Engineer/Transport, Security & Central Services 3/1 (Engr/Transport, Security & Central Services 3/1) and Mr CHEUNG Kam-chin, Senior Electronics Inspector/Transport, Security and Central Services 3/Traffic Aids and Signals of the Electrical and Mechanical Services Department (EMSD). Besides, the Secretariat had received the written reply from the EMSD before the meeting and had distributed it for Members' perusal.

24. Mr CHOW Ping-tim introduced the paper.

25. Engineer/Tsuen Wan 1 (Engr/Tsuen Wan 1) of the TD responded that a safe driving distance of vehicles for the change of traffic signal lights was not specified at present. The traffic light signals at the three junctions of Ma Tau Pa Road/Yeung Uk Road, Ma Tau Pa Road/Wang Lung Street and Ma Tau Pa Road/Wing Shun Street/Texaco Road were duly set for coordination in accordance with the traffic conditions in different time slots. The demand for traffic flow and pedestrian crossing was duly balanced through the existing setting of the traffic light signals. Members could contact the New Territories Section, Traffic Control Division of the TD for follow-ups if they found that the smooth flow of traffic was interrupted due to the setting of the traffic light signals.

26. Senior District Engineer/General (3) (Sr Dist Engr/General (3)) of the HyD responded that the HyD would send staff to assist the EMSD in repairing the concrete foundation of the traffic light poles when notification about the failure and damage of the traffic lights was received.

27. Engr/Transport, Security & Central Services 3/1 of the EMSD responded that there were about 70 signal-controlled junctions in Tsuen Wan district. From July 2015 to June 2016, 33 traffic signal fault reports of complete breakdown of traffic lights and 68 traffic signal fault reports of other equipment were recorded by the EMSD. During the same period from 2016 to 2017, 32 traffic signal fault reports of complete breakdown of traffic lights and 81 traffic signal fault reports of other equipment were recorded. During the same period from 2017 to 2018, 51 traffic signal fault reports of complete breakdown of traffic lights and 154 traffic signal fault reports of other equipment were recorded. According to the data in 2017 and 2018, seven traffic signal fault reports of complete breakdown of traffic lights were caused by an interruption of supply of electricity and 154 traffic signal fault reports of complete breakdown of traffic lights were due to typhoons or failure of telecommunications network. The failure rate of traffic lights in Tsuen Wan district was comparable to that of other districts. At present, light-emitting diode (LED) bulbs were used in all traffic signal systems and the EMSD had not received any complaint about the chromatic aberration of LED lights for the time being. As required by the TD, the EMSD would conduct routine checks for the electrical and mechanical equipment of the traffic lights annually. The half-yearly checks as mentioned by Members were probably the routine checks of the closed-circuit television (CCTV).

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

- (1) he said that as indicated by the data of 2015-16, 2016-17 and 2017-18, there was an ascending trend of traffic light failures and the rate of increase had almost doubled. He enquired the departments about the reasons for the increase in the number of failures and whether the EMSD would take measures to prevent the recurrence of the problems (Mr YICK Shing-chung, Angus);
- (2) he enquired about the calculation method of the traffic light failure rate of Tsuen Wan which was comparable to that of other districts over the territory (Mr YICK Shing-chung, Angus);
- (3) he did not agree that appropriate arrangement of traffic light signals in the vicinity of Ma Tau Pa Road was made and would follow up with the representatives of the TD after the meeting (Mr CHOW Ping-tim);
- (4) he enquired about the data on traffic light failure rates and that on minor or serious traffic accidents caused by traffic light failures. He enquired whether the light bulbs of traffic signal lights were under examination in the half-yearly checks on CCTVs and light bulbs. He also requested the representatives of the EMSD to further explain the details of the routine checks (Mr CHOW Ping-tim);
- (5) he enquired whether the LED bulbs of traffic lights emitted the red, yellow and green light or the different colours from the traffic light signals were produced by transmitting the LED light through the light casings in different colours (Mr CHOW Ping-tim); and

- (6) he enquired when the frequency of the routine checks was changed to an annual basis and whether the Police could provide the data on traffic accidents due to the damage of traffic lights (the Chairman).

29. Engr/Transp, Security & Central Services 3/1 of the EMSD responded that regarding the enquiry about the ascending trend of traffic signal failures, nine traffic signal fault reports of complete breakdown of traffic lights were recorded in the first half of 2018, which was fewer in number when compared with the figures recorded in the past two years. Regarding the method of calculation, the EMSD did the calculation according to the complete breakdown of traffic lights at each junction every year and found that there was about 0.6 to 0.7 case of complete breakdown of traffic lights at each junction every year due to the interruption of supply of electricity, traffic accidents or equipment failure. (In 2017, 51 complete breakdown of traffic light were recorded at 70 junctions in Tsuen Wan district, which represented an approximate of 0.7 cases of complete breakdown of traffic lights at each junction per year.) The failure rate in Tsuen Wan district was comparable to that of other districts. The EMSD would contact Mr CHOW Ping-tim after the meeting to learn about the data as required and would provide the information for reference. In 2011, some traffic lights were still not replaced with LED bulbs. Therefore, a replacement of the conventional bulbs of these traffic lights once for every three to six months and a half-yearly routine check were required. Subsequently, the TD had replaced the bulbs of all traffic lights with LED bulbs and the frequency of routine checks of traffic lights was adjusted to once a year. The EMSD did not have the data on the minor or serious traffic accidents caused by the traffic light failures but only the data on the number of damaged traffic lights in traffic accidents. At present, the LED bulbs in use emitted the coloured traffic light which were not originated from the coloured light casings. The light casings only served for protecting the bulbs and directing the light emission for a brighter effect.

(Post-meeting note: The EMSD submitted the data on traffic light failures in Tsuen Wan district after the meeting. In the past three years, the duration of the complete breakdown of traffic lights was 138 minutes on average by cases, which accounted for about 0.026% of the normal operating time of 525 600 minutes per year for each traffic light at road junction.)

30. Sergeant, District Traffic Team (Tsuen Wan) of the HKPF responded that the District Traffic Team would enquire the Regional Traffic Headquarters about the relevant data after the meeting for Members' reference.

31. The Chairman concluded that he hoped that the HKPF would provide the relevant data for Members' reference.

VIII Item 7: Strongly Request to Provide the Bus Services from Lei Muk Shue Estate to the Airport

(T&TC Paper No. 22/18-19)

32. The Chairman said that Mr CHAN Yuen-sum, Sumly submitted the paper.
33. Mr CHAN Yuen-sum, Sumly introduced the paper.
34. Sr Transp Offr/Tsuen Wan of the TD responded that the TD had to consider whether the resources were efficiently used in addition to the provision of convenient and efficient ways for the public to travel between the urban area and the airport when planning the public transport network. Hence, when the TD considered the introduction of a new bus route, it would take various factors into account carefully, including whether there was adequate patronage for the new route in the area concerned, the alternative public transport services readily available and their existing service level, the feasibility and economic benefits of the proposed route, etc. Currently, there were six bus routes in Tsuen Wan and Kwai Fong plying to Tung Chung or the airport. The residents in Lei Muk Shue Estate could travel by the existing KMB bus routes in the area such as route nos. 36, 36A or 36M to make interchange for other bus routes for the airport such as route nos. A31, A31P or A32 which offered the interchange concession. As the residents in Lei Muk Shue Estate were provided with bus service plying between Lei Muk Shue Estate and Tung Chung and the airport under the existing public transport network, the TD did not plan to introduce a bus route plying between Lei Muk Shue Estate and Tung Chung or the airport for the better use of resources and avoiding increasing pressure to the traffic condition. However, the TD would continue to monitor the demand for the bus service concerned and would request the bus companies to review their service standard and make improvements when necessary.
35. Planning and Support Officer I of the Long Win Bus Company Limited (Long Win) responded that the Long Win had been trying to design a direct routing for airport bus routes as far as possible in order to maintain the competitiveness of the bus routes concerned and would consider whether the facilities near the bus stops and the space of common rooms for bus drivers were provided appropriately. The Long Win noted Members' views and would further consider the captioned request when the passenger demand had changed.
36. The views and enquiries of Members were summarised as follows:
- (1) some residents in areas such as Lei Muk Shue Estate, Cheung Shan Estate and Shek Wai Kok Estate worked by shifts at the airport. He hoped that the TD would address the passenger demand from the areas which were not covered by the railway service, including Lei Muk Shue Estate, Cheung Shan Estate and Shek Wai Kok Estate, etc. He suggested that the TD and bus companies should consider introducing an airport bus route via Lei Pui Street, Shek Pai Street, Tai Pak Tin Street, Castle Peak Road, Lei Muk Road, Tai Loong Street, Wo Yi Hop Road, Sam Tung Uk Road, Shek Wai Kok

Road, Wai Tsuen Road and the roundabout at Route Twisk (the Vice Chairman);

- (2) he supported that the airport bus should be routed via various areas in Tsuen Wan. Owing to the terrain, it was inconvenient for the residents in the upper part of Kwai Tsing district to travel to the airport with luggage. He hoped that the TD would actively consider arranging the airport bus routes for routing via the upper part of Kwai Tsing district in phases to cater for the keen demand for the airport bus service in the area (Mr NG Hin-lung, Norris); and
- (3) he thought that there was a keen demand for the airport bus route proposed by Members. Apart from bringing considerable amount of revenue to the bus company, the proposed route would also save time for the passengers who had to make interchanges by various means of public transport to travel to the airport. He hoped that the TD would seriously consider the proposal that helped alleviate the traffic congestion and avoided overlapping use of the public transport resources (Mr CHAN Yuen-sum, Sumly).

37. Sr Transp Offr/Tsuen Wan of the TD noted Members' views.

38. Planning and Support Officer I of the Long Win responded that the Long Win held an open attitude towards the proposed airport bus route and would learn about the details of the proposal after the meeting for further study.

39. The Chairman concluded that he hoped that the TD and the bus companies would negotiate in a positive manner for reaching a consensus and carry out a trial run of the proposed route as soon as possible.

IX Item 8: Cancel the Bus Quota System and Encourage the Use of Public Transport
(T&TC Paper No. 23/18-19)

40. The Chairman said that Mr NG Hin-lung, Norris submitted the paper. The Secretariat had received the written reply from the TD before the meeting and had distributed it for Members' perusal.

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

(Note: Mr TAM Hoi-pong joined the meeting at 4:01 p.m.)

42. Sr Transp Offr/Tsuen Wan of the TD responded that the TD did not set a ceiling on the number of franchised buses. Based on the operational needs including the service and passenger demands, the franchised bus companies would formulate their own purchase plans for buses and would submit the plans to the TD for approval. As at the end of 2017, the total number of franchised buses in Hong Kong was 5 982, which was increased by about 200 vehicles when compared to the figures five years ago. Moreover, the demand for the franchised bus service varied from one area to another. The TD had not set a quota on the number of franchised buses running via the trunk roads in the urban areas. However, to alleviate the traffic congestion and

reduce the roadside air pollution, if the service enhancement for existing bus routes running via the busy areas or the introduction of new bus routes running via the busy areas was implemented, the bus service operators were required to reduce an equivalent number of buses in other routes that passed through these busy areas as far as practicable. Besides, the TD had all along been in collaboration with the franchised bus companies to make good use of bus resources and enhance the efficiency of the service network through bus rationalisation, including reorganisation of bus routes with overlapping service, re-routing of circuitous routes, frequency reduction of routes of low patronage or cancellation of routes with continuous low patronage, etc. The saved resources would be used to introduce new bus routes or enhance the existing service, so as to enhance the attractiveness of the service of franchised buses. To meet the changes in passenger demand and enhance the operational efficiency of the franchised bus service, the TD and franchised bus companies would continue to make the necessary adjustments to the franchised bus service under the established mechanism through the submission of the “Bus Route Planning Programme” from each franchised bus company as required by the TD annually. Regarding the number of private cars, the average growth rate over the past five years was about 4%. The TD was aware that the growing trend should not continue and would actively explore measures to contain the increase in the number of private cars. Efforts would be put to alleviate traffic congestion through the continued traffic control with technology and implementation of the traffic management measures. The TD would continue to keep in view of the situation and make timely review of the relevant arrangements.

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

- (1) he did not understand the reply of the TD. The TD did not implement a quota system on one hand and the bus companies were required to reduce the bus frequency equivalently if a bus route was introduced to run via the busy areas on the other. He opined that there was no difference between the said arrangements and the quota system (Mr NG Hin-lung, Norris);
- (2) in reality, even if the TD did not increase the frequency of bus service or the number of buses in the busy areas, the passenger demand would not drop accordingly. Contrarily, if the bus service of some routes was cancelled by the TD, the existing passengers of these bus routes would probably be affected. He hoped that the TD would seriously consider the passenger demand and adjust the number of operating buses in the light of actual needs instead of simply adopting a zero-sum approach (Mr NG Hin-lung, Norris);
- (3) he suggested that the TD should arrange the subject officers to attend the meetings of the T&TC in future for discussion of the relevant agenda items to directly exchange views with Members (Mr NG Hin-lung, Norris);
- (4) as the railway service was not available in some areas of Tsuen Wan, he hoped that the TD would take into account the population distribution and proportion in the district when formulating the bus routes for provision of bus service plying to the urban areas with a view to facilitate the residents of these communities to travel around (the Vice Chairman); and

- (5) the TD had rejected the request for the increase in the frequency of KMB bus route no. 39A on the grounds as stated in the earlier reply. She opined that it was unreasonable to impose restriction on the number of bus operating during peak hours and in busy areas. Instead, the number of private cars should be restricted (Ms LAM Yuen-pun, Phyllis).

44. Sr Transp Offr/Tsuen Wan of the TD responded that the TD did not restrict the growth in the number of buses but only imposed a restriction on the bus frequencies in busy areas. The railway service that covered most of these areas could tie in with the Government's public transport policy of the "railway as the backbone". The KMB route no. 39A was not a bus route travelling via the busy areas.

45. The Chairman concluded that the TD had taken note of Members' views and hoped that the TD would send the subject officers to give responses to the agenda item.

X Item 9: The Nuisance Brought to Drivers and Other Passengers by the Use of Smart Phones on Public Transport
(T&TC Paper No. 24/18-19)

46. The Chairman said that Mr TAM Hoi-pong submitted the paper and introduced Miss LAU Pui-pui, Public Relations Manager (External Affairs) of Mass Transit Railway Corporation Limited (MTRCL) who attended this meeting.

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

47. Mr TAM Hoi-pong introduced the paper.

48. Sr Transp Offr/Tsuen Wan of the TD responded that the TD noted Members' views. At present, the franchised bus companies had specified in their respective Notes to Passengers that passengers were prohibited from disturbing the bus driver or other passengers in a bus compartment in any form. The TD had relayed the relevant views to the bus companies for consideration and reference as appropriate. Through the distribution of the Public Light Bus Newsletter to the members of the public, the TD had also conveyed to the general public that passengers should use earphones as far as practicable when watching movie clips or using the sound-emitting mobile applications, so as to avoid causing inconvenience to others. The TD also urged the operators of green minibus (GMB) to instruct the drivers to remind passengers to pay attention to the relevant rules when appropriate.

49. Public Relations Manager (External Affairs) of the MTRCL responded that the MTRCL had been committed to providing passengers with a safe and quality railway service. The MTRCL also actively promoted the good, correct and safe behaviours of passengers. Through organising publicity activities from time to time, the MTRCL appealed to the passengers through different channels to be considerate and abstain from behaving in a way that might cause nuisance to other passengers. In case passengers felt disturbed, they could notify the staff of the MTRCL for

appropriate follow-up actions. The MTRCL noted Members' views and would draw reference from and study their views when arranging and preparing for the publicity activities in future.

50. Assistant Manager (Operations) of the KMB responded that pursuant to the Public Bus Services Regulations (Chapter 230A), if a nuisance was caused to a passenger, the passenger might reflect to the bus driver who might, depending on the level of nuisance, call the Police for assistance and refuse the boarding of the passenger who caused the nuisance. The regulations was aimed to restrict the behaviour of passengers but no punishment was stipulated for misbehaving passengers. The KMB would also strengthen the publicity and public education where necessary.

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

- (1) he enquired whether a bus driver was authorised to expel the passenger causing nuisance from the bus to ensure the driving safety (the Vice Chairman);
- (2) to curb the bad travelling habits, he proposed that the MTRCL and bus companies should disseminate the message through the electronic display panels and spaces at the back of the seats inside the train and bus compartments. The TD might also consider distributing the government promotion leaflets or carrying out promotion through social media with a view to containing the nuisance caused to other passengers and protecting the safety of passengers on board (Mr TAM Hoi-pong);
- (3) he enquired to what extent a noise nuisance was defined as a contravention to the law in the Public Bus Services Regulations (Chapter 230A) (Mr TAM Hoi-pong);
- (4) he suggested that the reminder to passengers to stop their nuisance acts should be presented in a humorous way and the good behaviour should be cultivated since childhood (Mr KOO Yeung-pong); and
- (5) he enquired whether there was any provision in the Mass Transit Railway By-Laws (the MTR By-laws) to restrict the behaviour of passengers (Mr KOO Yeung-pong).

(Note: Mr TSANG Tai left the meeting at 4:13 p.m. Mr FUNG Cheuk-sum left the meeting at 4:14 p.m.)

52. Sr Transp Offr/Tsuen Wan of the TD responded that the TD reminded the public light bus industry to pay attention to the misbehaviour through the distribution of the Public Light Bus Newsletter to the members of the public and the restriction of such behaviour pursuant to the laws and regulations through the bus companies.

53. Assistant Manager (Operations) of the KMB responded that the decibel level of the noise which was deemed to be a contravention was not stipulated in the Public Bus Services Regulations (Chapter 230A). The Regulations only restricted the passengers' nuisance acts, including the noise which caused nuisance to the others.

As stipulated in Article 6 of the Notes to Passengers, the bus captain was authorised to refuse any person to enter or travel on the bus to avoid causing disturbance or danger. The KMB noted Members' views on conducting the publicity work in a humorous way.

54. Public Relations Manager (External Affairs) of the MTRCL responded that the MTRCL noted Members' views on the approach of publicity and would draw reference from and study the views when arranging and preparing for the publicity activities in future. Article 25 of the MTR Bylaws stipulated that no person shall conduct himself in any part of the railway premises so as to cause a nuisance to other passengers. The offender was liable to a maximum fine of \$5,000. In most cases, misbehaving passengers would cooperate after being advised by the staff of the MTRCL. However, to maintain the order within the MTR station, the staff of the MTRCL would discharge duty by taking prosecution actions according to the power conferred by the MTR By-laws when necessary.

(Note: The Hon CHAN Han-pan, Ben joined the meeting at 4:18 p.m.)

XI Item 10: Request to Fully Enhance the Ancillary Facilities at Tsuen Wan West Station Public Transport Interchange

(T&TC Paper No. 25/18-19)

55. The Chairman said that the Hon TIEN Puk-sun, Michael, Mr CHENG Chit-pun, Mr MA Ting-hei and Ms FAN Regine Hui-yu submitted the paper and introduced Mr MOK Wai-yin, Senior Engineer/4, Lighting Division (Sr Engr/4, Lighting Division) of the HyD and Mr LAM Chun-ho, Health Inspector (Contract Management)1 (Health Insp(Contract Mgt)1) of the Food and Environmental Hygiene Department (FEHD).

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

(Note: Mr CHAN Chun-chung, Jones joined the meeting at 4:24 p.m.)

57. Sr Engr/4, Lighting Division of the HyD responded that the HyD had sent staff to conduct inspection at the public transport interchange of Tsuen Wan West MTR Station. It was found that the luminance level of the lighting at the location was higher than the relevant standard, but adjustment to the luminance at individual corners might be required. The HyD would further follow up with Members.

58. Health Insp(Contract Mgt)1 of the FEHD responded that in addition to the Tai Ho Road Public Toilet provided near the Tsuen Wan West MTR Station, the FEHD planned to provide a public toilet to the west of the public transport interchange of Tsuen Wan West MTR Station in order to bring convenience to the general public.

59. Assistant Manager (Operations) of the KMB responded that the KMB was responsible for the maintenance of the railings and might consider marking additional

signs on the ground. However, the KMB was not responsible for revising the railing design or removing the railings.

60. Sr Transp Offr/Tsuen Wan of the TD responded that the TD would install the seats and electronic display panels at 10 waiting areas in the public transport interchange of Tsuen Wan West MTR Station in phases during 2019 and 2020.

61. Engr/Tsuen Wan 1 of the TD responded that the TD was currently checking the government departments or organisations which were responsible for the railing design and would follow up on the matter with Members at the earliest possible. Regarding the excessively long railings at the waiting areas, the TD also proposed to break the railings off at suitable sites for the passengers to line up.

62. The Chairman said that the pedestrian flow would increase greatly upon the completion and intake of the new housing estates on top of the public transport interchange. He suggested that the staff of the departments concerned should conduct a site inspection with Members after the meeting to study the areas for improvement.

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

- (1) he supported to break the excessively long railings off at suitable sites for the passengers to line up. He hoped that the FEHD would address the problem of the frequent use of the public toilets near Tsuen Wan West MTR Station. In his opinion, the Tai Ho Road Public Toilet and the proposed public toilet were not conveniently located. He proposed to construct the new public toilet at the location with the highest pedestrian flow in Tsuen Wan West MTR Station and identify a suitable location for construction of the new public toilet during the site inspection (Mr CHAN Yuen-sum, Sumly);
- (2) he enquired whether the TD could decide to remove the railings or revise the railing design. He proposed to review the patronage of the bus routes terminating at Tsuen Wan West MTR Station, so as to determine whether it was necessary to provide railings at the waiting areas concerned for the passengers to line up. He also proposed to consider whether it was necessary to remove part of the railings at the bus stations in light of the practical needs (Mr WONG Wai-kit);
- (3) he enquired whether the proposed leaning railing was a standard design accepted by the TD (Mr WONG Wai-kit);
- (4) he enquired which government department was responsible for handling the lighting problems of the public transport interchange. He thought that the engineers who took up the design of the bus station for KMB bus route no. 36 only intended to direct the lighting at the waiting area, where the queueing area was abnormally bright and other places were extremely dim. He suggested that the departments concerned should firstly replace the existing reflective light bulbs to reduce the heat emitted from the lighting for making adjustments, if any (Mr TAM Hoi-pong);

- (5) he suggested that the Secretariat should send staff to attend the site inspection and record Members' aspirations. He opined that a review should be conducted during the site inspection as to whether changes of the existing pedestrian crossing facilities or location of the bus stations were required in order to cope with the demographic change in the vicinity (the Vice Chairman);
- (6) he suggested that the LED bulbs should be used inside the public transport interchange and hoped that the departments concerned would consider the arrangement of connections of the access of the residents of the housing estate on top of the public transport interchange (the Vice Chairman);
- (7) it was not easy for passengers to find the bus stops inside the public transport interchange because the visibility was poor due to the dim lighting and obstructing pillars. She proposed to post the floor plan of the public transport interchange at the main exits/entrances and paint directional lines and bus route numbers on the ground to assist passengers in getting to their desired waiting areas (Ms LAM Yuen-pun, Phyllis);
- (8) as the area of the public transport interchange near the waterfront was enclosed by wall, he suggested that the government departments should study whether it was feasible to tear down the wall, provide ventilation openings and install ventilating fans to enhance the air ventilation. He also enquired whether it was necessary to invite the representatives of the MTRCL to join the site inspection (Mr CHENG Chit-pun); and
- (9) he proposed to invite the EMSD to jointly study the improvement of ventilation inside the public transport interchange (the Chairman).

(Note: Mr CHAN Sung-ip left the meeting at 4:40 p.m.)

64. Engr/Tsuen Wan 1 of the TD responded that in general, the KMB was responsible for the repair and maintenance of railings in the public transport interchanges. The TD was still checking the government departments or organisations which were responsible for removing the railings or revising the railing design. Besides, leaning railing was not a standard railing style of the HyD.

65. Assistant Manager (Operations) of the KMB responded that the KMB had painted signage on the pillars inside the public transport interchange. However, the signage were not conspicuous due to the obstruction of vision by the pillars. Hence, the KMB planned to paint additional directional lines on the ground and provide a better waiting environment. It was hoped to improve the situation.

66. Sr Engr/4, Lighting Division of the HyD responded that the street lights used in the public transport interchange of the Tsuen Wan West MTR Station were the types commonly used by the HyD. However, the HyD would also review the areas that required improvement with Members during the site inspection for appropriate improvements.

67. Health Insp(Contract Mgt)1 of the FEHD responded that the FEHD held an open attitude towards the provision of a new public toilet in the public transport interchange and the TD could determine if an additional public toilet was to be provided in the public transport interchange already in use.

68. The Chairman concluded that Members and the representatives of the departments concerned would jointly conduct a site inspection of the public transport interchange after the TD confirmed the responsibilities of various stakeholders. He also suggested that Members should prepare the relevant design pictures for reference and discussion by the departments.

(Post-meeting note: Members and the government departments concerned had carried out the site inspections of the public transport interchange of the Tsuen Wan West MTR Station on 23 August 2018.)

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 21 June 2018)
(T&TC Paper No. 26/18-19)

69. Sr Dist Engr/General (3) of the HyD introduced the minor traffic improvement projects in Tsuen Wan District and the timetables.

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

- (1) regarding the improvement works on Ma Sim Pai Road (Project No. NE/18/00143-34), he enquired whether fences would be constructed to solve the problem of loading/unloading activities by goods vehicles in the vicinity. If no, he enquired whether the government departments would construct the fences as requested (Mr LAM Faat-kang);
- (2) he enquired about the progress of the improvement works of the vehicular access of Luk Yeung Sun Chuen on Wai Tsuen Road (Project No. NE/16/02357-73) (Mr LAM Faat-kang);
- (3) they pointed out that both of Project No. NE/18/00667-88 and NE/18/00882-38 involved making improvements to the traffic markings at Tsuen Kam Interchange and enquired whether these two projects were associated with each other and about the details of the works (Mr LAM Faat-kang and Ms LAM Yuen-pun, Phyllis);
- (4) he enquired whether the government departments would consider constructing fences at the slope off Wai Tsuen Sports Centre (Mr LAM Faat-kang);
- (5) he enquired about the progress of the improvement works of Project No. NE/17/00540-49 on the widening of the carriageway in Mei Wan Street (the Hon TIEN Puk-sun, Michael); and
- (6) in order to minimise the impact on the shop operators nearby, he suggested that installation of roadside railings in Luen Yan Street near Yeung Uk Road (Project No. NE/17/01708-20) should commence only after the cooked food

market on Luen Yan Street near Yeung Uk Road was closed (the Hon CHAN Han-pan, Ben).

71. Sr Dist Engr/General (3) of the HyD said that the improvement works on Ma Sim Pai Road (Project No. NE/18/00143-34) involved provision of additional traffic signs without construction of fences. Regarding Project No. NE/16/02357-73, the HyD had conducted a site inspection with Members and departments concerned and discussed with the Fire Services Department. The preliminary preparatory works was completed at present and it was expected that the improvement works would commence within two months. Regarding Projects Nos. NE/18/00667-88 and NE/18/00882-38, they were separate projects of installing additional directional signs at different locations of Tsuen Kam Interchange. Regarding the improvement works on the widening of carriageway in Mei Wan Street (Project No. NE/17/00540-49), the public utilities companies had completed the relocation of underground facilities. It was expected that the widening works would commence within two months. Besides, the works of Project No. NE/17/01708-20 did not involve the installation of railings as mentioned by the Member.

72. Engr/Tsuen Wan 1 of the TD responded that he would follow up on the installation of roadside fences in Miu Kong Street near Wai Tsuen Sports Centre with Members after the meeting.

73. The Chairman concluded that Members could contact the representatives of the departments concerned before the meeting to follow up on the progress of the projects as the contact details of the representatives of responsible departments were attached to the report. The projects of unsatisfactory progress, if any, could be further discussed at the T&TC meetings.

XIII Item 12: Application for District Council Funds as regards Activities Co-organised by the Task Force on Public Transport Network and District Organisations

(T&TC Paper No. 27/18-19)

74. The Secretary introduced the paper and read out the list of Members who were concurrently members of the Task Force on Public Transport Network, so as to indicate that they had made declaration of their membership. The membership list was set out in Annex II.

75. As the Chairman and the Vice Chairman were the Members of the Task Force on Public Transport Network, according to Section 48(14) of the Standing Orders, Members agreed that Mr LAM Faat-kang would take the chair. The Acting Chairman asked if Members needed to make declaration of other interests. No Members made declaration of other interests. The Acting Chairman decided that the Members who had declared their membership of the Task Force on Public Transport Network could remain in the meeting as the observers.

76. The T&TC endorsed the following one fund application:

	<u>Name of Activity</u>	<u>Applicant/Co-organiser</u>	<u>Approved funding (\$)</u>
(1)	Tsuen Wan Minibus and Bus Frequency Service Survey	Hong Kong Lutheran Social Service Jockey Club Riviera Gardens Lutheran Integrated Service Centre	90,000.00

XIV Item 13: Application for District Council Funds as regards Activities Co-organised by the Working Group on Road Safety Education and Promotion and District Organisations

(T&TC Paper No. 28/18-19)

77. The Secretary introduced the paper and read out the list of Members who were concurrently the Members of the Working Group on Road Safety Education and Promotion, so as to indicate that they had made declaration of their membership. The membership list was set out in Annex III.

78. As the Chairman and the Vice Chairman had declared their membership of the Working Group on Road Safety Education and Promotion, Members agreed that Mr LAM Faat-kang would take the chair. The Acting Chairman asked if Members needed to make declaration of other interests. The Chairman and the Vice Chairman declared their membership of the Tsuen Wan Safe and Healthy Community Steering Committee. The Acting Chairman decided that the Members who were concurrently the Members of the Working Group on Road Safety Education and Promotion could speak and vote on the matter, and that the Members who made declaration of other interests could remain in the meeting as the observers.

79. The T&TC endorsed the following three funding applications:

	<u>Name of Activity</u>	<u>Applicant/Co-organiser</u>	<u>Approved funding (\$)</u>
(1)	Tsuen Wan District Road Safety Day-com-Exemplary Pedestrians Recognition Day	Hong Kong Lutheran Social Service Jockey Club Riviera Gardens Lutheran Integrated Service Centre	25,575.00
(2)	Tsuen Wan District Road Safety Talk for the Elderly	Tsuen Wan Safe and Healthy Community Steering Committee	20,850.00
(3)	Tsuen Wan District Road Safety Carnival	Hong Kong Lutheran Social Service Jockey Club Riviera Gardens Lutheran Integrated Service Centre	#226,575.00

As the amount for application had exceeded the T&TC's funding ceiling of \$220,000 under the power conferred, this funding application should be submitted to the Tsuen Wan District Council (TWDC) for vetting and approval.

(Post-meeting note: The TWDC approved the above funding applications on 31 July 2018.)

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

(A) Working Group on Tsuen Wan Footbridge Network

80. Mr KOO Yeung-pong reported that according to the information provided by the HyD in late June 2018, it was expected that the engineering consultants contract of Footbridge B would come into effect in the third quarter of 2018. Regarding the projects of Footbridges C and E, the TD and HyD would study the concurrent implementation of these two footbridge projects. The initial alignment of Footbridge E would extend from Chelsea Court to the waterfront area via Ma Tau Pa Road and Wing Shun Street, with connection to City Point and The Pavilia Bay. The preliminary technical feasibility study of the project of Footbridge E was underway. Upon confirmation of the preliminary technical feasibility, the HyD would make every effort to implement the project, including the engagement of consultant companies to assist in conducting the relevant studies in detail. Regarding the project of Footbridge D (Public Works Programme Item No. 164TB), the main body engineering contract took effect on 23 May 2017. The foundation works of the footbridge was in progress. The HyD also continued to follow up with the property management agencies of Tsuen Wan Plaza and Skyline Plaza on the details of footbridge connection. In addition, regarding the escalator works at the pedestrian footbridge of Tai Wo Hau MTR Station, the HyD had submitted a paper to report on the latest status of the project with an optimised design plan for Members' perusal. The HyD was still preparing for the relevant design of the foundation, structure, lighting, landscaping, drainage, mechanical and electrical works, etc. An internal consultation on the relevant papers and plans for the gazettal of the project was underway and the gazettal was planned in the third quarter of 2018.

(B) Task Force on Public Transport Network

81. Mr CHOW Ping-tim reported that the task force had held its 19th meeting on 4 July 2018 to continue to follow up and discuss on the following nine items, including:

- (1) Request the TD to provide motorcycle parking spaces at suitable locations in Tsuen Wan District as soon as possible to meet the demand of local motorists:

The HyD reported that the "excavation permit" was granted and the arrangement for works was underway. The HyD would negotiate with the TD for the temporary closure of the existing bicycle parking spaces to tie in with the works. It was expected to complete the works in September 2018.

- (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 Lands D had received the application for alteration from Waterside Plaza and referred such application to the departments concerned for consideration. After the meeting, the Task Force had sent the Lands D a letter request for providing the plan to facilitate Members' understanding of the location of the drainage reserve area concerned and the Lands D's participation of a site inspection of Waterside Plaza together with Members and representatives of government departments.

- (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 reported that the relocation of the bus stop and the works for the demarcation of double yellow lines were completed on 29 June 2018. Regarding the works to be carried out at the left turn leading to Sha Tsui Road from Luen Yan Street near Bo Shek Mansion, the HyD was currently discussing with the public utilities companies concerned the arrangement for relocating the underground utilities. The HKPF had issued a total of 24 tickets against illegal parking from May to June 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:

The TD would continue to follow up on the service provided by GMB route no. 310M and report on the findings upon completion of the survey report. The KMB reported on the findings of the patronage survey conducted at the bus stop of Waterside Plaza from 7:30 a.m. to 8:30 a.m. on 1 June 2018 and the data on patronage during the same period of last year for comparison.

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

The TD noted the views of the Members of the Task Force at this and the last meetings and would continue to study the improvement proposals.

- (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:

The HyD had preliminarily identified a more appropriate site at a lot on the Lantau Island for replacement and would discuss the matter with the District Land Office, Islands in due course.

- (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:

The HyD was currently urging the remaining two public utilities companies to complete the relocation works at the earliest possible. It was expected that the works would commence in the fourth quarter of 2018 and would be completed in six months.

- (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 Task Force had followed up the matter by writing to the MTRCL on 21 June 2018. The Task Force had received a written reply from the MTRCL before the meeting and distributed it for Members' perusal. There was no progress in this matter for the time being.

- (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:

Regarding the enquiries from the Members of the Task Force about the installation of additional ventilation equipment, installation of fisheye lens, provision of clear instruction on passengers' queue and anti-skid dressing on the ground, etc., the Task Force would make arrangements for the site inspection with the representatives of the government departments concerned after the meeting for follow-ups.

82. In addition, the Task Force discussed its activities programmes for the current year at the 18th meeting and agreed to co-organise the "Tsuen Wan Minibus and Bus Frequency Service Survey" at a budget of \$90,000 with Hong Kong Lutheran Social Service Jockey Club Riviera Gardens Lutheran Integrated Service Centre. The 20th meeting of the Task Force was scheduled on 15 August 2018.

(C) Working Group on Road Safety Education and Promotion

83. The Vice Chairman reported that the Working Group on Road Safety Education and Promotion had held its 6th meeting on 12 June 2018 for discussion of various activities for the current year. Members agreed the arrangements and budgets of the three activities jointly organised with local organisations, including the "Tsuen Wan District Road Safety Talk for the Elderly" co-organised with the Tsuen Wan Safe and Healthy Community Steering Committee, the "Tsuen Wan District Road Safety Day-com-Exemplary Pedestrians Recognition Day" co-organised with Hong Kong Lutheran Social Service Jockey Club Riviera Gardens Lutheran Integrated Service

Centre and the “Tsuen Wan District Road Safety Carnival” co-organised with Hong Kong Lutheran Social Service Jockey Club Riviera Gardens Lutheran Integrated Service Centre.

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

84. 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 3rd meeting on 4 July 2018. After discussion, Members agreed that the HyD would construct a U-turn slip-road near the roundabout at Tai Chung Road and carry out the traffic improvements at the junction of Texaco Road/Yeung Uk Road/Kwai Fuk Road. The proposed arrangement for vehicles entering Tuen Mun Road from a left turn on Hoi Hing Road and for vehicles entering Tsuen Wan Road from a left turn on Texaco Road were shelved because of low cost-effectiveness. The HyD would collect data on the traffic flow regarding the provision of a dedicated lane for vehicles to head to Tsing Yi from a left turn at Tsuen Tsing Interchange and consider the feasibility of the works, so as to assess the effectiveness of the proposed works. The HyD would also consider Members’ suggestions on Phase 1 and 2 of the widening of Tsuen Wan Road and making better use of the incompleting flyover on Texaco Road. A consultant company would be engaged to conduct the studies again. As the non-standing working group had a term of office of eight months only, its tasks were completed after the report at the current T&TC meeting. The T&TC would consider whether it was necessary to hold working group meetings for discussion when the research papers by the HyD were received in future.

XVI Item 15: Any Other Business

85. The views of Members were summarised as follows:

- (1) he congratulated the Hon CHAN Han-pan, Ben for being awarded the Bronze Bauhinia Star and Mr WONG Wai-kit for being awarded the Medals of Honour (the Chairman);
- (2) the drivers of the New Territories taxis reflected that the space had become narrow for the New Territories taxis inside the Sai Lau Kok Multi-storey Carpark Building after the refurbishment. The drivers were sometimes forced to use the lane for the minibuses in addition to their vision which was obstructed by the fencing walls between the lanes. As a result, disputes among drivers were triggered. He hoped that the TD would pay attention to the problem (the Hon CHAN Han-pan, Ben); and
- (3) he enquired about the planning details of the footbridge connecting Castle Peak Road and Kwai Tsing and hoped that the government departments would provide the relevant documents for Members’ consideration (the Vice Chairman).

86. The Chairman said that Members could submit papers on the subject matters for further discussion at the T&TC meetings. Regarding the lane distribution inside Sai Lau Kok Multi-storey Carpark Building, the outermost lanes were for taxis and the

middle lanes were for minibuses. He might conduct a site visit with Members after the meeting to learn about the lane distribution.

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

- (1) Financial Statement of Traffic and Transport Committee as at 21 June 2018 (T&TC Paper No. 29/18-19).

88. The Chairman reminded Members that the next meeting was scheduled on 3 September 2018 (Monday) and the deadline for submission of paper was 17 August 2018.

XVII End of the Meeting

89. There being no other business, the meeting was adjourned at 5:30 p.m.

Tsuen Wan District Council Secretariat
August 2018

Minutes of the Meeting of Traffic and Transport Committee on 7 May 2018

Amendment

(1) Paragraph No. 42(3) on page 12:

Original	he enquired about the data on vehicles repeatedly ticketed by the HKPF in order to review whether some offending motorists of illegal parking did so due to inadequate parking space, and recommended the TD provision of additional metered parking space to facilitate smooth parking by motorists (Mr YICK Shing-chung, Angus)
Amendment	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)

**Membership List of the Task Force on Public Transport Network under
Traffic and Transport Committee 2018-19**

Convenor : Mr CHOW Ping-tim
Vice Convenor : Mr CHENG Chit-pun
Members : Mr MAN Yu-ming, MH
Mr KOO Yeung-pong, MH
Mr NG Hin-lung, Norris
Mr LI Hung-por
Ms LAM Yuen-pun, Phyllis
Ms LAM, Lam Nixie
Mr CHAN Chun-chung, Jones
Mr CHAN Yuen-sum, Sumly
Mr WONG Ka-wa
Mr WONG Wai-kit, MH
Mr LO Siu-kit, MH
Mr TAM Hoi-pong
Mr WONG Fah-man
Mr FONG Yun-fat
Mr NG Chun-yu
Mr YICK Shing-chung, Angus
Mr MA Ting-hei
Mr FUNG Cheuk-sum
Mr TSANG Tai

**Membership List of the Working Group on Road Safety Education and
Promotion under Traffic and Transport Committee 2018-19**

- Convenor : Mr WONG Ka-wa
Vice Convenor : Mr CHAN Chun-chung, Jones
Members : Mr MAN Yu-ming, MH
Mr KOO Yeung-pong, MH
Mr LI Hung-por
Mr CHAN Yuen-sum, Sumly
Mr LO Siu-kit, MH
Mr WONG Fah-man
Mr FONG Yun-fat
Mr MA Ting-hei
Mr FUNG Cheuk-sum