

(Translation)

Minutes of the 17th Meeting of the Traffic and Transport Committee (3/18-19)

Date: 3 September 2018

Time: 2:30 p.m.

Venue: Main Conference Room, Tsuen Wan District Office

Present:

Members

Mr LO Siu-kit, MH (the Chairman)
Mr WONG Ka-wa (the 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
Mr LAM Faat-kang, MH
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 LAM Hin-fai
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 CHONG Kwok-wai	Senior District Engineer/General (3), Highways Department
Mr CHAN Siu-wan, Wallace	Town Planner/Tsuen Wan 1, Planning Department
Mr HO Wing-kuen, Tyler	Engineer/1 (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:

Mr LEUNG Wang-cheong	Assistant Manager (Operations), Kowloon Motor Bus Company (1933) Limited
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Attendance by Invitation:

For discussion of item 3

Mr TANG Kam-kee	Senior Engineer/CWY1, Highways Department
Mr KUNG Man-hoi	Engineer/C2, Highways Department

For discussion of item 4

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 CHAN Ho-kong	Deputy Director (Engineering Department), Mannings (Asia) Consultants Limited

For discussion of item 5

Mr WONG Kwok-leung	Senior Engineer 4/Transport Planning, Transport Department
Mr LOK Yu-fat	Engineer 10/Transport Planning, Transport Department

For discussion of item 6

Mr CHENG Man-lon, Mark	Property Service Manager/Service (Wong Tai Sin, Tsing Yi and Tsuen Wan) 4, Housing Department
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For discussion of item 11

Mr CHENG Chung-shan	Senior Engineer/1, Highways Department
Mr TONG Man-kwong, Rex	Chief Systems Manager (Smart City), Office of the Government Chief Information Officer

For discussion of item 12

Ms YUEN Miu-chun, Christine	Senior Transport Officer/Planning/Ferry 1, Transport Department
Mr TSANG Yee-yeung, Ian	Senior Transport Officer/Tunnels & Tsing Ma 1, Transport Department
Mr CHEUNG Yu-chik	General Manager, Park Island Transport Company Limited
Mr CHEUNG Kwok-ping	Manager (Ferry Operation), Park Island Transport Company Limited
Mr YEUNG Chi-ho	Assistant Manager (Bus Operation), Park Island Transport Company Limited

Absent:

Members

Mr KOO Yeung-pong, MH
Ms LAM, Lam Nixie
The Hon CHAN Han-pan, Ben, BBS, JP

The Meeting

I Opening Remarks and Introduction

The Chairman welcomed the Members, Co-opted Members and representatives from the Government and corporations to the 17th meeting of the Traffic and Transport Committee (T&TC) and introduced Mr HO Wing-kuen, Tyler, Engineer/1 (West) of the Civil Engineering and Development Department (CEDD), who attended the meeting on behalf of Mr LI Pui-sang.

(Note: Mr LI Hung-por, Mr NG Chun-yu and Mr NG Tsan-ming joined the meeting at 2:40 p.m.)

2. Besides, Members noted that Mr KOO Yeung-pong and Ms LAM, Lam Nixie were absent with apologies.
3. The Chairman reminded Members of section 28 of the Tsuen Wan District Council Standing Orders (the “Standing Orders”) that unless otherwise agreed by the Chairman, a Member might speak and make supplementary remarks 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 9.7.2018

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 55-68 of the Minutes of the Meeting held on 9 July 2018: Request to Fully Enhance the Ancillary Facilities at Tsuen Wan West Station Public Transport Interchange

5. The Chairman reported that the Secretariat had received the written reply from the Electrical and Mechanical Services Department (EMSD) prior to the meeting and had distributed it for Members' perusal. In the morning of 23 August 2018, Members and the representatives of the EMSD, Highways Department (HyD) and Transport Department (TD) conducted an on-site inspection at the Tsuen Wan West Station Public Transport Interchange (the "PTI"). Members had given views on many aspects of the PTI, including the ventilation system, arrangements of the installation or replacement of luminaires, installation of perch seats and signage at bus stops as well as the provision of toilets, and hoped that the government departments would follow up. According to the written reply of the EMSD submitted prior to the meeting, the EMSD had conducted a total of five maintenance works in the PTI from 2016 to August 2018 and the longest period of maintenance works lasted for three months. The EMSD had also conducted maintenance works for the malfunction of the fresh air ventilation system identified during the on-site inspection, so that the operation of the fresh air fans and fresh air openings resumed within a few days. According to the reply of the HyD submitted prior to the meeting via e-mail, there were 281 hanging lamps at the PTI. Among them, there were 116 ceramic metal halide lamps of white lights and 165 high pressure sodium lamps of amber lights. Also, there were about 84 ceramic metal halide lamps near the passengers' waiting areas (excluding the central pedestrian access). As the PTI was in use for 15 years only and the life span of the luminaires of the hanging lamps were 25 years or above in general, the HyD had no plan to replace the lamps or conduct a preliminary study of replacement of the lamps at present, but the rough estimate of the average cost for replacement and improvement works of each light was about \$23,000. Members wished to accord priority to replacing the dimmer lights at the waiting areas and the lights removed could serve as backup. The HyD had not worked out a timetable for replacing the lights for the time being.

6. Senior Transport Officer/Tsuen Wan (Sr Transp Offr/Tsuen Wan) of the TD responded that ten fans had been installed in the PTI. The TD would study the proposal on provision of additional fans, subject to the availability of resources. The design of the perch seat was relatively old and not suitable for use by the elderly, pregnant women and children. Through the Government's subsidies in phrases for the franchised bus companies for installation of seats and real-time bus arrival information display panels at covered bus stops (the "subsidy scheme") in 2019 and 2020, additional seats and display panels would be provided at ten waiting areas of the PTI. The new perforated stainless steel three-seater of 1.2-metre long was suitable for all passengers.

7. Assistant Manager (Operations) of the Kowloon Motor Bus Company (1933) Limited (KMB) responded that the KMB would submit a recommendation report covering a study on the alteration of railings, markings and the appropriate locations for the installation of additional seats at the bus stops as soon as possible.

8. The views and enquiries of Members were summarised as follows:
- (1) he enquired about the timetable for the replacement of the luminaires and the responsible departments for the alteration of railings and markings at the bus stops (the Hon TIEN Puk-sun, Michael);
 - (2) he suggested that the government departments should deploy staff to conduct the on-site inspection at the PTI in order to review whether there were appropriate locations for construction of standardised public toilets. He also suggested that the Food and Environmental Hygiene Department (FEHD) should consider adjusting the relevant standards, so that more public toilets could be provided for passengers' use (the Hon TIEN Puk-sun, Michael);
 - (3) he enquired whether the KMB would consider altering the railings at bus stops which were not covered by the subsidy scheme (Mr WONG Wai-kit); and
 - (4) he enquired whether the temporary exit in Tsuen Wan West Station would be closed after the commissioning of the PTI (Mr TAM Hoi-pong).

9. Assistant Manager (Operations) of the KMB responded that the KMB would review the railings for alteration and locations for provision of seats as appropriate. Members' views would be sought upon completion of the report.

10. Sr Transp Offr/Tsuen Wan of the TD responded that the TD would conduct an on-site inspection with the KMB to study the appropriate locations for railing alteration. The alteration works and the installation of seats would be completed altogether. The respective government departments were responsible for the maintenance of the relevant items in the PTI. The TD held no views on Member's proposals if the bus movements, daily service and operation were not affected by the proposed location for provision of public toilets.

11. Engineer/Tsuen Wan 1 (Engr/Tsuen Wan 1) of the TD responded that the temporary exit of the fire escape in Tsuen Wan West Station would be closed.

12. The Chairman said that the HyD had not formulated a timetable for the replacement of the luminaires for the time being, and the KMB would submit the relevant report to the Tsuen Wan District Council (TWDC) as soon as possible upon completion of the study for Members' discussion. Regarding the proposal on provision of additional public toilets, there were currently two public toilets in the PTI and a new public toilet at Tai Chung Road would be under construction by the FEHD. Also, there were some toilets in the shopping centre atop the PTI. The TD and FEHD adopted an open attitude towards the proposal and the public toilets should be constructed in compliance with the relevant construction standards. Members might propose suitable locations for consideration and he would also discuss the matter with the departments concerned. Following the completion of the standard pedestrian crossing and barrier-free access in the PTI, the temporary exit of the fire escape in Tsuen Wan West Station would be closed to ensure pedestrian safety.

IV Item 3: Provision of an Escalator Next to the Staircase at Exit A4 of Tsuen Wan MTR Station

(T&TC Paper No. 32/18-19)

13. The Chairman said that the HyD submitted the paper and introduced the representatives of the HyD who would brief Members on the agenda item, including:

- (1) Mr TANG Kam-kee, Senior Engineer/CWY1 (Sr Engr/CWY1); and
- (2) Mr KUNG Man-hoi, Engineer/C2.

(Note: Mr LAM Faat-kang and Mr CHOW Ping-tim joined the meeting at 3:00 p.m.)

14. Engineer/C2 of the HyD introduced the paper.

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

- (1) he commended the TD and HyD for taking heed of Members' proposals, such as the construction of the one-way escalator. Hence, the works could commence without using other sites and submission of funding application to the Legislative Council. This facilitated the smooth planning of the works (the Hon TIEN Puk-sun, Michael);
- (2) he was concerned about how to achieve seamless connection between the platforms of the escalator and the lift because the completion time of these two facilities would be different. He was also concerned about the reprovisioning arrangements of the bus stops and minibus stops and whether passengers could directly use the escalator after alighting (the Hon TIEN Puk-sun, Michael);
- (3) he enquired whether the works could be completed by the end of 2019 if the works progressed smoothly. He also enquired whether the progress of the works of the escalator would be affected by the works of the Civil Engineering and Development Department (CEDD); if yes, whether the HyD would seek a better solution (the Hon TIEN Puk-sun, Michael);
- (4) he supported the implementation of the project by the HyD and believed that it would bring convenience to the residents. He also reported that the departments did not deploy the staff to carry out the maintenance of some malfunctioned public lifts in the district. He hoped that the HyD could enhance the maintenance arrangements of escalators (Mr LI Hung-por);
- (5) she supported the implementation of the project by the HyD and was concerned about the reprovisioning arrangements of the bus stops and minibus stops. She also pointed out that due to the slow progress of the lift retrofitting and improper enclosure of the works area, many passengers were forced to line up on the carriageway. It was very dangerous. She therefore hoped that the project would proceed as scheduled and only the required works area would be enclosed, so that the passengers in queue would not be affected (Ms LAM Yuen-pun, Phyllis);
- (6) he enquired whether the materials of the screens on both sides of the escalator could shelter from the rain and about the energy conservation arrangement of the lift (Mr TAM Hoi-pong);

- (7) he supported the expeditious implementation of the project by the HyD. He was concerned whether the HyD had adequate resources to implement the project. He hoped that the HyD would spare no effort to secure resources to implement the project and enquired about the details of the works schedule (Mr WONG Wai-kit);
- (8) he enquired about the timetables of the consultation of the works and funding application of the project. He also enquired whether the HyD would make coordinated arrangements of the project and the lift retrofitting, so that the works could commence earlier (Mr CHENG Chit-pun); and
- (9) he supported the implementation of the project on behalf of the residents in Tsuen King Circuit. As the pedestrian flow was heavy at the selected location, he was worried that the residents queueing for the lift would collide with the escalator users in future. He hoped that the departments concerned would pay attention to the impact on the space for the bus passengers in the waiting area brought by the enclosure of the works site (Mr TSANG Tai).

(Note: Mr CHAN Chun-chung, Jones joined the meeting at 3:21 p.m.)

16. Sr Engr/CWY1 of the HyD responded that upon the completion of the works, the HyD would discuss the reprovisioning of the existing bus stops to the access of the escalator with the TD in order to bring convenience to the passengers in use of the escalator. As the lift retrofitting would be completed earlier than the escalator works, the HyD would fill the seams at joints between the escalator and the lift platform with joint stabilising sealant to prevent water leakage. The HyD would discuss the arrangements of lift repair and maintenance with the contractor. To expedite the progress of the project, the HyD adopted a steel structure to support the escalator in design and would be prepared to commence the escalator works immediately after the completion of the lift retrofitting. Regarding the installation arrangement of the railings, the HyD would adopt the semi-enclosed aluminum railings to reduce the load from wind on the structure. The HyD would conduct a public consultation upon obtaining Members' support for the design proposal and would proceed to preparing for the commencement of the works if no objections were received. The HyD planned to apply for its internal funding and the works would be proceeded under the category of minors works till completion. As the CEDD needed to use the area managed by the MTRCL for lift retrofitting and storing construction materials, the site could not be handed over to the HyD earlier for the escalator works. The HyD would continue to conduct the preliminary preparation works and commence the works after the CEDD had completed its works. The platform between the escalator and the lift was about 4.5 metre wide. It was fit for access by wheelchair users. The HyD would also discuss the arrangement of reprovisioning of the bus stops with the TD.

17. The Chairman concluded that Members supported the captioned project after discussion and hoped that the HyD would commence the works as soon as possible.

V Item 4: Proposal on Provision of a Lift for the Footbridge across Castle Peak Road near Tsuen King Circuit and Sha Tsui Road (Structure No.: NF334) under the “Universal Accessibility Programme” (Revised)
(T&TC Paper No. 33/18-19)

18. The Chairman said that the HyD submitted the paper and introduced the representatives of the HyD and consultant company who would brief Members on the agenda item, including:

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

(Note: The Hon TIEN Puk-sun, Michael left the meeting at 3:40 p.m.)

19. Sr Engr 2/Universal Accessibility of the HyD and Deputy Director (Engineering Department) of the Mannings (Asia) Consultants Limited introduced the paper.

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

- (1) during the on-site inspection, she proposed to provide an additional floor for the lift structure design for connecting the public walkway at Kam Fung Garden to facilitate access by residents. She commended the HyD for taking Members' views, so that the design well coped with the needs of the residents (Ms LAM Yuen-pun, Phyllis);
- (2) he supported the revised proposal. He thought that it was convenient for the mobility-handicapped persons to use the lift and shorten the distance for access to Kam Fung Garden. Given the limited pedestrian flow at the location, no significant impact would be caused even if the staircase was narrowed in width due to the works. However, he was concerned about the impact of the increased works procedures on the works schedule (Mr LI Hung-por); and
- (3) he thanked the government departments on behalf of the residents at Tsuen King Circuit for heeding to the public aspirations by providing an additional floor for the lift structure for access to Kam Fung Garden and a barrier-free access under the optimal use of the public funds. He hoped that the government departments would commence the works at the earliest possible (Mr TSANG Tai).

21. Sr Engr 2/Universal Accessibility of the HyD responded that the HyD wished to collect the residents' views through the TWDC and would meet the residents' aspirations as far as possible. As regards the works schedule, the additional cost and time of the works would be required due to the provision of additional floor for the lift structure for connecting with the public walkway at Kam Fung Garden. However, the estimated total expenditure would be under the ceiling of the estimate for respective

project items and the consultant company also proposed to adopt steel supports construction to shorten the time for the additional works. After obtaining Members' support for the proposal, the HyD would proceed to conduct the detailed design and tendering exercise, with a view to launching the works at the earliest possible.

22. The Chairman said that Members supported the revised proposal.

VI Item 5: Code of Practice on Automated Bicycle Rental Service without Parking Pole

(T&TC Paper No. 34/18-19)

23. The Chairman said that the TD submitted the paper and introduced Mr WONG Kwok-leung, Senior Engineer 4/Transport Planning (Sr Engr 4/Transport Planning) and Mr LOK Yu-fat, Engineer 10/Transport Planning of the TD who would brief Members on the agenda item.

24. Sr Engr 4/Transport Planning of the TD introduced the paper.

(Note: Mr LI Hung-por and Mr WONG Fah-man left the meeting at 4:00 p.m.)

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

- (1) he enquired whether the TD gave tacit consent to the operators of the automated dockless bicycle rental services (ADBRS) to make profit through occupation of the public areas and would not consider exercising licensing and regulatory control over ADBRS operation after the issue of the "Code of Practice for Automated Dockless Bicycle Rental Services" (the "Code") (Mr WONG Wai-kit);
- (2) he opined that the Code was not binding and the TD only handled the contraventions to the ADBRS in accordance with the existing penalties. He was doubtful about the effectiveness of the regulation on the operators of the ADBRS in upholding self-discipline and the establishment of a monitoring system on retrieval and accommodation of bicycles at appropriate locations. The Government should establish a comprehensive licensing system for the assigned operators of the ADBRS to operate by accommodation of bicycles at designated locations. Only by doing so could the situation be improved and the operation of the ADBRS be systematically managed (Mr WONG Wai-kit);
- (3) he proposed to include the geographical area between Belvedere Garden and Castle Peak Road in the regulation in order to reduce the road hazard to children caused by the bicycles being parked at the entrances of schools. He also proposed to require the operators of the ADBRS to confine the area for parking of the bicycles to the proposed site of the advance works of the Cycle Track between Tsuen Wan and Tuen Mun (Mr WONG Wai-kit);
- (4) he opined that the Code was not binding. If the government departments failed to regulate the operators of the ADBRS, they should regulate the hirers of the ADBRS, such as by increasing the amount of deposit and confiscating the deposit as penalty for illegal parking of bicycles (Mr CHOW Ping-tim);

- (5) the operators of the ADBRS did not arrange for retrieving and parking of bicycles at appropriate locations and he had seized more than 100 bicycles of ADBRS in his constituency area. He proposed that the Government should provide sites for the parking of these bicycles. He also planned to take legal action to claim compensation from the relevant operators of the ADBRS (Mr CHOW Ping-tim);
- (6) currently, the Government did not regulate the operators of the ADBRS on charging deposit from users and members of the public would suffer from financial losses when the operators of the ADBRS ceased business. He opined that if the government departments introduced a new business model, they should provide the relevant ancillary facilities and strengthen the regulation (Mr CHOW Ping-tim);
- (7) he opined that the Code was not binding. Even though the operators of the ADBRS submitted the locations of illegally parked bicycles to the Government, they did not have justification to require the users to abide by the Code if there was no penalty and compulsory requirement for operators of the ADBRS to follow up or regulate the parking of the bicycles. In the end, the government departments would have to take clearance actions against the bicycles according to the existing legislation (Mr CHENG Chit-pun);
- (8) he always visited Tai Po and opined that the situation of illegal parking of bicycles in the district was not improved after the Code came into effect. He was therefore doubtful about the effectiveness of the Code. He suggested that the Government should consider introducing legislation to regulate and set up a licensing system that required the operators of the ADBRS to register and operate the business at designated locations (Mr CHENG Chit-pun);
- (9) he thought that there was no well-planned cycle track in Tsuen Wan district and riding bicycles of the ADBRS on carriageways which were not the cycle tracks in the district posed potential danger to other road users and road safety (Mr MAN Yu-ming);
- (10) the indiscriminate parking and abandoning of the bicycles by cyclists also caused hygiene problems of housing estates in the district. He proposed to draw reference from Singapore's two-pronged approach on the management by adoption of the relevant code of practice and regulation. Also, a licensing system should be established first in order to regulate the operators of the ADBRS effectively (Mr MAN Yu-ming);
- (11) he enquired whether the TD had drafted the code of practice to regulate all necessary arrangements after the operators of the ADBRS ceased business and the behaviour of the hirers of the ADBRS. He opined that it was infeasible to require the operators of the ADBRS not to park the bicycles in urban areas because even if they did so, the users of the ADBRS would ride the bicycles to reach the town centre. After all, the operators of the ADBRS could remind the users via the mobile application of the bicycle rental service to pay attention to the permitted areas for cycling, so as to reduce the number of bicycles parking in the town centre (Mr YICK Shing-chung, Angus);

- (12) he thought that the Government was beating around the bush in tackling the problem and the operators of the ADBRS did not demonstrate good self-discipline in their operation. They had started to do business and placed the bicycles all around Tsuen Wan district before the TWDC discussed the Code, not to mention their compliance of the Code which was already put into a trial run in Tai Po district. It indicated that the operators of the ADBRS would not comply with the Code when the regulation through a licensing system and imposition of penalties were not in place. He suggested that the Government should impose penalties for regulation (Mr NG Chun-yu); and
- (13) he enquired whether the TD had set up a mechanism on handling the illegally parked bicycles which were seized by the members of the public (the Chairman).

26. Sr Engr 4/Transport Planning of the TD responded that the TD would firstly implement a code of practice with flexibility because the TD needed to seek views from the departments concerned and legal advice for the formulation of a regulatory regime. Meanwhile, the TD would review whether the behaviours in question were governed by the prevailing laws and regulations and whether the legislative amendment was required for enhancing regulation. The TD would consider Member's proposal on extension of the coverage of the geographical regulation. At present, some operators of the ADBRS had adopted the measure of notification and penalty to remind users of the ADBRS not to park the bicycles at the black spots of illegal parking. The TD would also remind the cyclists of proper parking of bicycles to avoid affecting other road users through Announcements in the Public Interest and allocate additional resources to combat the illegal parking of bicycles. It was understood that on handling the problem of illegal parking of bicycles on private land, the deed of mutual covenant of individual buildings had conferred the power to the owners' corporations to deal with the problem. The residents could refer to the contents of the respective deeds of mutual covenant to handle the illegal parking of bicycles. The TD held an open attitude towards the proposal on extension of the coverage of the geographical restriction on the use of the bicycles of the ADBRS.

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

- (1) he opined that the TD was passive in action. He enquired how the TD tackled the problem of illegal parking of bicycles in Tsuen Wan district, given that the operators of the ADBRS did not have the legal basis for operation. If the operators of the ADBRS did not retrieve the illegally parked bicycles as required, the TD could only resort to conducting several clearance operations time and again, which would exhaust the frontline staff. As the increase in the rates of fines could encourage the operators of the ADBRS to dispose of bicycles in private areas, he enquired how the TD addressed this problem effectively (Mr NG Hin-lung, Norris);
- (2) if the ADBRS was operated properly, the town centre would serve as the place for the residents who needed to use the ADBRS service. He enquired whether the TD would conduct a long-term planning for the development of a bicycle-friendly city. He hoped that the Government would implement the

appropriate governance to gradually realise the vision of developing a bicycle-friendly city (Mr NG Hin-lung, Norris);

- (3) he opined that the problem concerned could not be solved by the Code issued by the Government before the formulation of the relevant rules and instructions. The unlawful behaviours were not regulated under the Code, but the workload of the frontline staff was thus increased. He suggested that the TD should provide the ancillary facilities in Tsuen Wan district, such as the parking facilities for bicycles in order to solve the problem of illegal parking of bicycles. He objected to the approval from the government departments on the operation of the ADBRS in Tsuen Wan district by the operators (Mr CHAN Sung-ip);
- (4) he was concerned about the unfair competition caused by the ADBRS to the operators of the long-established bicycle rental service and hoped that the TD would take the difficulties encountered by the operators of the long-established bicycle rental service into account (Mr CHAN Yuen-sum, Sumly);
- (5) in addition to the entrances of schools, vehicular accesses and emergency accesses, some bicycles of the ADBRS were disposed of into rivers and the sea, thus leading to the environmental pollution. He therefore enquired whether the clearance fees were settled by public funds. He hoped that the TD would discuss the responsibility of bearing the cost of the clearance operations with the operators of the ADBRS (Mr CHAN Yuen-sum, Sumly);
- (6) he questioned the effectiveness of the trial run of the Code in Tai Po district. He said that as reflected by the members of the public, no improvement was made to the problem of illegal parking of bicycles. In his opinion, even though the number of illegally parked bicycles at the black spots of illegal parking had reduced from about 120 in early June 2018 to about 50 in late July 2018, the TD should keep on improving the situation and no illegal parking of bicycles should be allowed (Mr CHAN Yuen-sum, Sumly);
- (7) he proposed to draw reference from the practice adopted in Singapore, where the members of the public could report the illegal parking of bicycles of the ADBRS to the government departments at all times. The operators of the ADBRS were subject to heavy penalty if they failed to retrieve the illegally parked bicycles within the specified period. This measure would prevent the operators of the ADBRS from prolonging the retrieval of the illegally parked bicycles to save the cost of clearance, thus affecting the environmental hygiene. He hoped that the TD would establish a comprehensive regulatory mechanism, with a view to ensuring that the operators of the ADBRS would return the deposit to the users after ceasing business, so that the consumers would not suffer losses (Mr CHAN Yuen-sum, Sumly);
- (8) he enquired how the TD would handle the bicycles abandoned in the areas managed by the Housing Department (HD) and Agriculture, Fisheries and Conservation Department. If the operators of the ADBRS did not complete their business registration in accordance with the law, the Government would not be able to take law enforcement. As many operators of the ADBRS had already made profit through the collection of deposit, he hoped that the government departments concerned would immediately request all the

operators of the ADBRS to complete the business registration in accordance with the law, so that the Government could exercise regulatory control pursuant to the law (the Vice Chairman); and

- (9) he enquired whether the TD had examined the mode of regulation on the ADBRS operation in the Southeast Asian cities and whether the Code would require the operators of the ADBRS to carry out regular maintenance work for the parts of their bicycles in order to ensure the safety of the users (the Chairman).

28. Sr Engr 4/Transport Planning of the TD responded that the TD did not encourage the use of bicycles for short journeys in the urban areas for the time being due to the traffic condition in Hong Kong which was very different from that in many overseas countries and the frequent use of various public transport services by the general public for commuting, in addition to the consideration on road safety. It was understood that the owners could handle the illegally parked bicycles within the area of the public housing estate sold by the HD pursuant to the provisions in the respective deed of mutual covenant. Within the area of the public housing estate that had not been sold, if obstruction to the passageway was caused by the article in the scope of management under the HD, the HD could fine the owner of the article according to the size of the article. Regarding the repair and maintenance of the bicycles of the ADBRS, it was stipulated in the Code that the operators of the ADBRS should conduct regular inspections and the existing operators of the ADBRS would conduct the weekly inspections and repair the damaged bicycles. Similar measures on designating a no-parking area for the bicycles of the ADBRS were also implemented in Shanghai in May 2018. Regarding the regulatory arrangements of the deposit and pre-paid services, the departments concerned had discussed with the operators of the ADBRS and would take follow-up measures on trade malpractices when necessary. If it was found that the operator of the ADBRS did not have the valid business registration, the case would be reported to the department concerned. Various government departments would adopt different measures to handle the bicycles disposed of in rivers and at sea, such as sending the retrieved bicycles back to the designated parking sites and notifying the operators of the ADBRS for retrieval of these bicycles.

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

- (1) he thought that if Members did not support the operation of ADBRS in Tsuen Wan district, it was unnecessary for the T&TC to discuss the Code. If the TD planned to conduct the trial run of the Code, he suggested that the T&TC should propose 10 bicycle parking spaces at the designated areas in Tsuen Wan district for regulating the parking area of the ADBRS bicycles and facilitating the department concerned to take law enforcement actions. He expressed dissatisfaction over the practice of the TD and thought that the Code proposed by the TD was impractical (Mr CHOW Ping-tim);
- (2) he opined that the Code was not law binding and the business concerned should not be legitimised. He enquired whether the government departments, operators of the ADBRS or cyclists using ADBRS should be liable for paying compensation in case of accident. He objected to the

implementation of the Code and operation of the ADBRS in Tsuen Wan district (Mr CHOW Ping-tim);

- (3) he enquired whether the TD would fully accept the Members' views on the coverage of the restricted area for the bicycles of ADBRS in Tsuen Wan district (Mr CHOW Ping-tim);
- (4) he was disappointed by the Government that there was no plan to develop a bicycle-friendly city. Many cities properly conducted the planning for the improvement of the traffic in town centres and the use of bicycles for commute. He questioned whether the Government lacked resources or boldness to plan for the bicycle-friendly city. He hoped that the TD would think about the proposal on troubleshooting subject to the vision of development because the root of the problem remained to be solved (Mr NG Hin-lung, Norris);
- (5) he enquired about the timetable of implementing and reviewing the Code (Mr CHENG Chit-pun);
- (6) he thought that if the Government did not increase the economic costs borne by the offenders, the effectiveness of the codes and regulatory control would become uncertain. He wished to enhance the deterrent effect through imposition of penalty to increase the economic costs of the offending operators of the ADBRS or the cyclists using the ADBRS (Mr WONG Wai-kit);
- (7) he said it was still found that the bicycles of the ADBRS were casually abandoned in Tsuen Wan town centre from time to time. He enquired about the TD's efforts in monitoring and what the general public should do when they identified the bicycles of the ADBRS in the restricted areas for the bicycles of the ADBRS (the Chairman); and
- (8) he enquired whether the TD had handled the insurance claims in respect of the accidents caused by the substandard bicycles provided by the operators of the ADBRS (the Chairman).

30. Sr Engr 4/Transport Planning of the TD responded that according to the existing legislation, it was an offence if a person allowed a third party to use a substandard bicycle and the TD had repeatedly reminded the operators of the ADBRS of the relevant legal requirements. When implementing the Code, the TD would also keep in view the situation of the district and review the existing legislation. The regulatory control would be enhanced if the implementation of the Code was proved to be ineffective. The TD had also stipulated in the Code that the operators of the ADBRS were required to conduct the on-site inspections regularly for follow-ups. Moreover, the TD had followed up some cases of illegal parking of bicycles according to the existing legislation, but the TD was not in a position to give views for the time being because the cases were under study by the departments concerned. In the long run, the Government would consider the provision of facilities such as cycle tracks and bicycle parking spaces as appropriate if there was adequate space in the new development areas of the urban areas under planning. In view of the road safety concerns, the Government did not encourage the provision of cycling facilities in the existing urban areas at this stage. Regarding the compensation arrangement of third party insurance,

bicycles were not classified as motor vehicles under the current legislation. At present, there was no legislation for the purchase of compulsory third party insurance in the use of non-motor vehicles. However, the TD had advised the operators of the ADBRS of considering the purchase of insurance for protection of customers.

31. The Chairman concluded that the business of the ADBRS was a commercial investment. It was not purely a project of shared economy. He hoped that the TD would note Members' views and worries. The T&TC would seek Members' views in writing after the meeting on whether the coverage of the restricted area for the bicycles of the ADBRS in Tsuen Wan district should be expanded. The views collected from Members would be conveyed to the TD for consideration and follow-ups.

VII Item 6: Strongly Request to Enhance Road Safety at Lei Muk Shue Estate and Wo Yi Hop Road

(T&TC Paper No. 35/18-19)

32. The Chairman said that Mr CHAN Yuen-sum, Sumly and Mr WONG Ka-wa submitted the paper and introduced Mr CHENG Man-lon, Mark, Property Service Manager/Service (Wong Tai Sin, Tsing Yi and Tsuen Wan) 4 (Property Service Mgr/S(WTT) 4) of the HD. Besides, the Secretariat had received the written reply from the TD and had distributed it for Members' perusal.

33. Mr CHAN Yuen-sum, Sumly and Mr WONG Ka-wa introduced the paper.

(Note: Mr CHOW Ping-tim left the meeting at 5:05 p.m.)

34. Engineer/Tsuen Wan 2 (Engr/Tsuen Wan 2) of the TD responded that as Wo Yi Hop Road fell within Kwai Tsing district, the TD would send staff to conduct an inspection with Members at Lei Shu Road after the meeting in order to learn about the road safety problems at the road section concerned and discuss the improvement proposals.

35. Property Service Mgr/S(WTT) 4 of the HD responded that the HD had discussed the illegal parking and enclosure of part of the emergency vehicular access in Lei Muk Shue Estate with the property management company and instructed the property management company that only the parking spaces designated for emergency vehicles were to be enclosed in order to prevent these parking spaces from being illegally occupied by non-emergency vehicles. The HD would also follow up on the failure of the Octopus Card readers and urge the contractor of the car park to conduct the repair work at the earliest possible. Besides, the HD had commissioned the engineering contractor to submit the relevant documents to the EPD for application of a construction noise permit on conduct of the works during nighttime. The HD hoped that on the premise of not affecting the operation of bus and GMB services, the urgent repairs at the road surface and the locations of channel covers concerned during late night would be carried out, with a view to solving the problems of damaged road surface and channel covers thoroughly.

36. Senior District Engineer/General (3) (Sr Dist Engr/General (3)) of the HyD responded that the officers of Kwai Tsing district of the HyD were responsible for the repairs of Wo Yi Hop Road whereas the officers of Tsuen Wan district of the HyD were responsible for the repairs of Lei Shu Road. He would inform the officers concerned of the HyD to follow up the problem of uneven road surface on Wo Yi Hop Road after the meeting.

37. Assistant Manager (Operations) of the KMB responded that the Government was required to remove some of the crash barriers under the existing circumstances in order to expand the existing bus stop. This arrangement should be taken into consideration prudently due to the potential risks to the road safety.

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

- (1) he hoped that the roof covers of the bus stops at Hong Shue House and Ho Fung College (Sponsored by Sik Sik Yuen) would be extended. If a pedestrian crossing was provided at Hong Shue House, the existing temporary bus stops would be converted into a permanent bus stop for diversion of pedestrian (Mr CHAN Yuen-sum, Sumly);
- (2) he hoped that the TD would conduct an on-site inspection with Members and give views on the traffic problems of the bus terminus in Lei Muk Shue actively for follow-ups by the departments concerned (Mr CHAN Yuen-sum, Sumly); and
- (3) he hoped that the officers of the office at Kwai Tsing district of the TD would contact Members after the meeting for follow-ups. He also urged the Police to follow up the problem of obstruction to traffic caused by the taxis parking at bus stops (the Vice Chairman).

39. Officer-in-Charge, District Traffic Team (Tsuen Wan) (OC Dist Traffic Team (Tsuen Wan)) of the HKPF responded that the HKPF had taken actions by ticketing the offending taxi drivers for causing obstruction to the bus stops and would continue to take law enforcement actions.

40. The Chairman said that the TD and HyD would send the staff to follow up on the above problems with the district councillor of the constituency areas concerned after the meeting.

VIII Item 7: Request Bus Companies to Ensure Regularity of Bus Service and Make Flexible Arrangement to Cope with Non-attendance of Bus Drivers
(T&TC Paper No. 36/18-19)

41. The Chairman said that Mr NG Hin-lung, Norris submitted the paper.

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

43. Sr Transp Offr/Tsuen Wan of the TD responded that the TD had requested the bus companies to reduce the lost trips of buses within their control and take appropriate

measures to minimise the delays caused by lost trips, so as to provide a stable bus service.

44. Assistant Manager (Operations) of the KMB responded that route nos. 234A and 234B were currently operating in combined frequency for an interval of every seven to ten minutes. However, as the lost trips might be caused by the absence of bus drivers and road traffic conditions, the KMB would advance the scheduled departures according to the needs as far as possible.

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

- (1) many complaints on the unstable frequency of route nos. 234A and 234B were received. The implementation of the combined frequency was originally aimed to relieve the problem that passengers would have to wait for a long time for the next bus when the buses of the two routes arrived at the bus stops at the same time. He hoped that the KMB would make adjustments to the departure time of route nos. 234A and 234B on the premise of not affecting the departure time of route no. 53 as far as possible, with a view to reducing the waiting time of the passengers and facilitating bus departures according to the bus schedule to solve the problem of lost trip (Mr CHENG Chit-pun); and
- (2) he enquired about the data on the absence of the bus drivers (the Chairman).

46. Assistant Manager (Operations) of the KMB responded that the KMB noted Members' views and would make appropriate adjustments to the bus frequencies in light of the situation of the waiting passengers. Regarding the absence of bus drivers, there was a shortage of manpower in the entire industry. The KMB would continue to improve the employee benefits package and hire additional manpower in order to maintain the stable bus service.

47. The Chairman concluded that he hoped that the KMB would study Members' views and hire additional manpower in order to provide the stable bus service.

IX Item 8: Request for Provision of Kerbside Fence
(T&TC Paper No. 37/18-19)

48. The Chairman said that Mr LAM Faat-kang submitted the paper.

49. Mr LAM Faat-kang introduced the paper.

50. Engr/Tsuen Wan 2 of the TD responded that he would conduct an on-site inspection with Members at Ma Sim Pai Road after the meeting to identify the appropriate locations for provision of kerbside fences to enhance the protection for pedestrians.

51. Engineer/Tsuen Wan 1 (Engr/Tsuen Wan 1) of the TD responded that the TD would consider providing additional pedestrian crossing at the upstream of Miu Kong Street for the users. A public consultation would be conducted upon formulation of the

proposal. If a positive result was gained from the consultation, the TD would make arrangement with the HyD for the construction works. If the measures failed to discourage jaywalking, the TD would consider taking other improvement measures including the installation of kerbside fences.

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

- (1) he enquired why the TD did not consider providing both the additional pedestrian crossing and kerbside fences at the above location (Mr LAM Faat-kang); and
- (2) as it would take time for the construction of additional pedestrian crossing, he hoped that additional kerbside fences would be provided first to resolve the problem of jaywalking as soon as possible (the Chairman).

53. Engr/Tsuen Wan 1 of the TD responded that he would conduct an on-site inspection with Members after the meeting to study the appropriate improvement proposals.

54. The Chairman concluded that the TD noted Members' views and hoped that the TD would send the staff to follow up on the provision of kerbside fences with Members of the constituency areas concerned after the meeting.

X Item 9: Request to Designate Part of the Area in Front of the Residents' Service Bus Stop on Tsuen Wan Market Street near Chung On Street as a Public Light Bus Prohibited Zone, with a view to Facilitating Proper Pick-up/Drop-off Activities at the Residents' Service Bus Stop and Alleviating the Current Traffic Congestion (T&TC Paper No. 38/18-19)

55. The Chairman said that Mr WONG Wai-kit submitted the paper.

56. Mr WONG Wai-kit introduced the paper.

57. Engr/Tsuen Wan 1 of the TD responded that the TD proposed to designate a pick-up/drop-off area for buses at the road section between the bus stop in Market Street and the pedestrian crossing on Chung On Street. A public consultation would be conducted upon formulation of the proposal. If a positive result was gained from the consultation, the TD would make arrangement with the HyD for the construction works.

58. OC Dist Traffic Team (Tsuen Wan) of the HKPF responded that the HKPF had deployed police officers to conduct law enforcement at the above location upon receipt of complaints. The HKPF had issued a total of 500 fixed penalty notices from July to August 2018 at the above location and would discuss the improvement proposals with the TD.

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

- (1) as the TD had granted approval for the pick-up/drop-off activities of the residents' bus service of Belvedere Garden in Market Street and there were many passengers who waited for the green minibus (GMB) heading to Fo Tan

at the minibus stop, he thought that it was difficult to request the GMB operator for a sudden relocation of the minibus stop. He suggested that the TD should identify an appropriate location for the pick-up/drop-off activities of GMBs (the Vice Chairman);

- (2) he enquired about the size and works schedule of the pick-up/drop-off area for bus as planned by the TD (Mr WONG Wai-kit);
- (3) he opined that the Police failed to combat the prolonged parking of the GMBs for passenger boarding at the above location. He hoped that the TD would enhance the publicity and remind the GMB operators to comply with the guidelines on operation (Mr WONG Wai-kit);
- (4) the GMBs were parked prolongedly at the minibus stop because of a lack of passengers. He hoped that the TD would remind the GMB operator of the situation to avoid causing traffic congestion (Mr WONG Wai-kit); and
- (5) he enquired about how long it would take to complete the works if objections were received in the public consultation (Mr CHAN Sung-ip).

60. Sr Transp Offr/Tsuen Wan of the TD responded that the minibuses on Market Street were from minibus route no. 481 heading to Fo Tan and Tai Wai with a very high passenger demand. If the GMB operator failed to provide adequate service frequencies, passengers would wait for a long time and then the TD would receive many complaints about this. The TD could liaise with the company concerned and remind the GMB operator to pay attention to the pick-up/drop-off arrangement of the GMBs to avoid causing traffic congestion.

61. OC Dist Traffic Team (Tsuen Wan) of the HKPF responded that upon receiving complaints about illegal parking of minibus or parking of minibus at minibus stop in off-peak hours, the HKPF would deploy officers to conduct law enforcement.

62. Engr/Tsuen Wan 1 of the TD responded that the TD proposed to designate the road section between the loading/unloading bay and pedestrian crossing on Chung On Street as no-stopping zone. A public consultation would be conducted upon formulation of the proposal. If a positive result was gained from the consultation, the TD would make arrangement of the construction works with the HyD.

63. Sr Dist Engr/General (3) of the HyD responded that if the works concerned was an urgent minor traffic improvement works, the HyD would commence the preliminary works at the earliest possible upon receipt of the works request form from the TD. In general, designation of a no-stopping zone and erection of traffic signs could be completed within three months.

64. The Chairman concluded that the TD noted Members' views and hoped that the TD would conduct the public consultation and implement the traffic improvement measures to bring convenience to the general public at the earliest possible.

XI Item 10: Request for Relocation of Minibus Stop of Route 313 from Tso Kung Street to a Location Next to Heung Che Street Market and Cooked Food Centre to Ensure the Safety of Pedestrians and Persons Waiting for Minibus
(T&TC Paper No. 39/18-19)

65. The Chairman said that Mr KOO Yeung-pong and Mr KOT Siu-yuen submitted the paper.

66. Mr KOT Siu-yuen introduced the paper.

67. Engr/Tsuen Wan 1 of the TD responded that the TD would study the feasibility of relocating the minibus stop and review the demand for parking space of goods vehicles. A public consultation would be conducted upon formulation of the proposal. If a positive result was gained from the consultation, the TD would make arrangement of the construction works with the HyD.

68. Sr Transp Offr/Tsuen Wan of the TD responded that the TD had been discussing with Members and conducting on-site inspections for the relocation of the minibus stop of route no. 313 over the years. If the Traffic Engineering Division of the TD considered that the proposal was feasible, the Transport Operations Division of the TD would tie in with the relocation.

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

- (1) the captioned item had been discussed for years. It did not only seriously endanger the pedestrian safety, but also caused conflicts when the parking space of minibuses was occupied by many other vehicles which were parked along the road. He hoped that the TD would discuss the improvement proposal with the various stakeholders as soon as possible and consider relocating the minibus stop to improve the chaotic traffic (Mr CHAN Yuen-sum, Sumly);
- (2) he hoped that the TD would take the needs of various users, including the disabled persons and minibuses and goods vehicle drivers, into account when formulating the improvement proposal, and that the TD would provide the metered parking space at the outer part of the area for the loading/unloading activities of the drivers. In addition, he proposed to swap the parking space of the minibus and goods vehicle and prohibit the parking of goods vehicles in the inner part of the area, so as to avoid causing obstruction to other vehicles and traffic congestion (the Vice Chairman); and
- (3) he hoped that the TD would implement the arrangements of relocating the minibus stop at the earliest possible to bring convenience to the elderly in the district to travel by minibus (Mr KOT Siu-yuen).

70. Engr/Tsuen Wan 1 of the TD responded that the TD noted Members' views and would study the improvement proposal.

71. The Chairman concluded that Members had followed up on the captioned item over the years and coordinated the loading/unloading arrangements. He hoped that

the TD would conduct another on-site inspection with the district councillor of the constituency area after the meeting for the study of improvement proposal.

XII Item 11: Request to Introduce Multi-functional Smart Lamp Posts in Tsuen Wan District on a Trial Basis

(T&TC Paper No. 40/18-19)

72. 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 TONG Man-kwong, Rex, Chief Systems Manager (Smart City) (Ch Systems Mgr (Smart City)) of the Office of the Government Chief Information Officer (OGCIO) and Mr CHENG Chung-shan, Senior Engineer/1 of the HyD.

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

74. Ch Systems Mgr (Smart City) of the OGCIO responded that the Government had indicated in the 2017 Policy Address that a pilot scheme on Multi-functional Smart Lampposts would be carried out. It was planned that 400 smart lamp posts would be replaced or installed in phases in the next three years; amongst which 50 smart lamp posts would be installed in Kwun Tong and Kai Tak before June 2019 and the remaining lamp posts would be installed in Central/Admiralty, Causeway Bay/Wanchai and Tsim Sha Tsui from 2020 in a progressive manner. At present, the preliminary preparation works had commenced. The OGCIO would evaluate the effectiveness upon the installation of the first 50 smart lamp posts and then consider whether Tsuen Wan was to be incorporated in the pilot scheme. Besides, the smart lamp posts to be installed by the Government had already included most of the proposed functions and Members could propose to include new functions for consideration with reference to the result of the scheme.

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

- (1) he enquired about the timetable of installing the second batch of the 350 smart lamp posts (the Chairman); and
- (2) he opined that followed by the gradual completion of the new residential properties in Tsuen Wan district, there would be a keen demand for the captioned facility. He hoped that Tsuen Wan would be included in the pilot scheme for installation of the 350 smart lamp posts in the second batch and the pilot scheme would be extended to cover all districts over the territory (the Vice Chairman).

76. Ch Systems Mgr (Smart City) of the OGCIO responded that the Government was conducting the preliminary preparation works, such as the design and procurement, for the first batch of 50 smart lamp posts. It was expected that the installation works would be completed in mid-2019. The Government planned to start the preparation for the installation of the second batch of the 350 smart lamp posts in early 2020 and initiate the discussion on site selection and detailed arrangements in the second quarter of 2019. Although Tsuen Wan district was not included in the pilot scheme for the

time being, the Government held an open attitude towards the creation of more sites for testing and would actively consider the proposals with Members.

77. The Chairman concluded that he hoped that the OGCIO would consider incorporating Tsuen Wan into the pilot scheme and report the latest progress of the pilot scheme to the T&TC when appropriate.

(Note: Ms FAN Regine Hui-yu left the meeting at 6:15 p.m.)

XIII Item 12: Further Follow-up on the Land and Waterborne Transport Arrangements in Ma Wan

(T&TC Paper No. 41/18-19)

78. The Chairman said that Mr TAM Hoi-pong submitted the paper and introduced the representatives of the TD and Park Island Transport Company Limited (PITCL) who attended this meeting as follows:

- (1) Ms YUEN Miu-chun, Christine, Senior Transport Officer/Planning/Ferry 1 (Sr Transp Offr/Planning/Ferry 1) of the TD;
- (2) Mr TSANG Yee-yeung, Ian, Senior Transport Officer /Tunnels & Tsing Ma 1 (Sr Transp Offr/ Tunnels & Tsing Ma 1) of the TD;
- (3) Mr CHEUNG Yu-chik, General Manager of the PITCL;
- (4) Mr CHEUNG Kwok-ping, Manager (Ferry Operation) of the PITCL; and
- (5) Mr YEUNG Chi-ho, Assistant Manager (Bus Operation) of the PITCL.

79. Mr TAM Hoi-pong introduced the paper.

80. Sr Transp Offr/Planning/Ferry 1 of the TD responded that the Government was currently conducting a study on the long-term operation mode for the major ferry routes and reviewing as to whether or how the special arrangement was to be extended to cover the individual outlying island ferry routes including the ferry routes from Ma Wan to Central and from Ma Wan to Tsuen Wan. The Government was currently conducting the study actively and would announce the outcome of the review in the first half of 2019. The TD was also inviting the ferry service operators to respond to the expression of interest on the operation of Hong Kong's internal ferry service. In view of the aspirations for resuming individual ferry routes from the communities in recent years and the request for taking the development of water taxi service plying between the two sides of the Victoria Harbour into consideration, the TD was inviting the interested parties to submit the expression of interest for operating the ferry services of "Central - Hung Hom" and "Kai Tak - Hung Hom - Tsim Sha Tsui East - Central - West Kowloon (circular route)", as well as the proposed details of operation of these routes, including the vessels proposed for use, proposed service hours, frequency and fares/sectional fares of the ferry routes, etc. In response to the aspirations for resuming individual ferry routes from the communities in recent years and facilitating passengers to travel between the harbourfront areas of the two sides of the Victoria Harbour, it was believed that the ferry service operators would make decision on submission of the expression of interest for operating the ferry routes according to their operational and financial status.

81. General Manager of the PITCL responded that PITCL had been giving views and maintaining close liaison with the TD on the Government's subsidy for ferry service. Regarding the carrying capacity of transportation during peak hours, the PITCL operated six bus routes at present, including one overnight bus route and five routes plying between Park Island and Tsing Yi, Kwai Fong, Hong Kong International Airport (HKIA), Tsuen Wan MTR Station and Tsuen Wan West Station respectively. During the peak hours from 7:00 a.m. to 8:00 a.m., the bus fleet capacity was 2 505 passengers with an average patronage of 1 463 passengers, which amounted to an occupancy rate of about 58%; the ferry fleet capacity was 1 250 passengers with an average patronage of 435 passengers, which amounted to an occupancy rate of about 35%. From 8:00 a.m. to 9:00 a.m., the average bus patronage was 1 430 passengers, which amounted to an occupancy rate of about 57%; the average ferry patronage was 676 passengers, which amounted to an occupancy rate of about 51%. From 9:00 a.m. to 10:00 a.m., the average bus patronage was 841 passengers, which amounted to an occupancy rate of about 34%; the ferry fleet capacity was 1 027 passengers with an average patronage of 222 passengers, which amounted to an occupancy rate of about 22%. It was shown that the overall occupancy rate during peak hours did not exceed 60%. Most of the passengers were able to be on board within 15 minutes, except for individual cases due to traffic congestion and erratic service.

82. Sr Transp Offr/Tsuen Wan of the TD responded that the TD conducted a field survey on the public transport service in Ma Wan in mid-July 2018 and the result revealed that the existing arrangements could generally meet the traffic demand of the residents in Ma Wan. The average occupancy rate of route nos. NR330 and NR330A (Tsing Yi bound) was 85% during the peak hours from 7:00 a.m. to 10:00 a.m. In the above period, the overall occupancy rates of residents' bus routes heading to Kwai Fong and Tsuen Wan were 50% and 70% respectively.

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

- (1) he enquired whether the additional departures of buses during the peak hours were included in the calculation of the relevant data (the Vice Chairman);
- (2) he enquired about the arrangement of vehicle allocation for emergency and wished to follow up on the problem of lost trips of buses departed from Ma Wan to Tsuen Wan at 10:00 a.m. and 3:00 p.m. (Mr CHAN Yuen-sum, Sumly); and
- (3) he enquired about the calculation method of the occupancy rate. He opined that the occupancy rate provided by the TD was closer to the actual situation but he believed that some bus routes would be in full house during the peak hours (Mr TAM Hoi-pong).

84. General Manager of the PITCL responded that the data covered the additional departures of buses heading to the HKIA and Tsuen Wan. The occupancy rate could actually hit 100% during the peak hours. However, the passengers could generally get on a bus within 15 minutes except for the occurrence of traffic congestion. There was relatively fewer lost trips of buses departed from Ma Wan to Tsuen Wan. The bus fleet

carried 2 505 passengers in the morning, which included the capacity of the 20 additional departures of buses. The bus carried 1 608 passengers from 5:00 p.m. to 6:00 p.m.; 1 742 passengers from 6:00 p.m. to 7:00 p.m. and 1 809 passengers from 7:00 p.m. to 8:00 p.m. The PITCL had provided four to six additional departures of buses during these periods.

85. Assistant Manager (Bus Operation) of the PITCL responded that during 10:00 a.m. and 3:00 p.m. in July and August 2018, the number of lost trips in each month was less than three except some cases caused by unforeseen breakdown of buses. Upon the receipt of the breakdown reports of buses, the PITCL had arranged vehicles to pick up the affected passenger at the earliest possible for the commute of the residents.

86. Sr Transp Offr/Planning/Ferry 1 of the TD responded that regarding the proposed resumption of ferry routes plying to Tsuen Wan during the peak hours, the PITCL currently provided three ferry trips during the off-peak hours and had revised the service schedule upon request by the owners' committee in October 2016. Due to the high operational cost and low utilisation rate of the ferry service as well as the persistent revenue losses, the PITCL once ceased the operation of the ferry service of "Ma Wan - Tsuen Wan" in 2012. Subsequent to the negotiation between the ferry service operator and residents, the PITCL re-allocated vessels from the ferry fleet for the ferry route of "Ma Wan - Central" and resumed the currently provided ferry route plying to and from Tsuen Wan for three trips a day during the off-peak hours. As to whether it was necessary to resume the trips of the Tsuen Wan ferry route operating during the peak hours, the TD had to consider a number of factors, including the availability of alternative transport services, passenger demand, operational and financial status, etc. According to a patronage survey recently conducted by the TD, the occupancy rates of the three ferry trips were still low, i.e. at 6% to 7% on weekdays, 17% on average at weekends and 14% on average on public holidays. Besides, the residents in Ma Wan could also travel to Tsuen Wan or Tsuen Wan West Station by taking route nos. NR331 and NR331S. As the PITCL had allocated all vessels of its ferry fleet to operate the ferry route of "Ma Wan - Central", additional resources should be provided if the existing service level of this ferry route was maintained and the resumption of frequency of the ferry route plying to Tsuen Wan during the peak hours. As a result, it gave rise to the increase in operational costs and further aggravated its financial position. Besides, passengers could interchange for residents' bus routes and the ferry route from Ma Wan to Central to travel to and from the urban areas. To ensure the optimised utilisation of resources and reduce operational costs, the TD would not support the resumption of the ferry services of the ferry route to Tsuen Wan during the peak hours.

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

- (1) he thought that if the Government did not subsidise the ferry service, it would be difficult to resume the ferry service plying to Tsuen Wan during the peak hours and enhance the carrying capacity of transportation. When Ma Wan was under planning, the objective was set for provision of waterborne transport as principal mode during the peak hours. However, the existing

ratio between sea and road transport in Ma Wan was about 51:49 only and the occupancy rate of route nos. NR331 and NR331S almost hit the ceiling after the new school term started. He therefore did not agree that the TD adopted the occupancy rate during the non-peak hours as the standard for maintaining the existing service frequency. He hoped that the ferry service operator would consider increasing the frequency of the ferry service (Mr TAM Hoi-pong);

- (2) he opined that followed by the commissioning of the Hong Kong-Zhuhai-Macao Bridge and the completion of almost 10 000 residential flats in Siu Ho Wan, it was necessary to provide the ferry service for Ma Wan during the peak hours. Hence, he hoped that the ferry service plying to Tsuen Wan during the peak hours in the morning would be resumed and it could make up for the inadequate bus services (Mr TAM Hoi-pong);
- (3) he opined that the planning principle of “provision of waterborne transport as principal mode during the peak hours” should remain unchanged and enquired whether the TD would provide support for the ferry maintenance industry (Mr TAM Hoi-pong);
- (4) given that the ferry operating licence for the route plying to Central would be expired in December 2018, he hoped that a non-standing working group would be set up to follow up the captioned item with the departments concerned (Mr TAM Hoi-pong);
- (5) he hoped that the TD and PITCL would review the existing resources and allocate the idle resources to improve the traffic in Ma Wan (the Vice Chairman);
- (6) he suggested that the ferry service frequency of the route from Ma Wan to Central during the peak hours should be adjusted, so that vessels could be redeployed for the route from Ma Wan to Tsuen Wan in order to meet the traffic demand arising from unexpected incidents (Mr CHAN Sung-ip);
- (7) he was concerned about whether the TD would prepare for the back-up solutions if the renewal of the ferry operating licence for the route plying to Central by the PITCL was rejected upon expiry (Mr CHAN Sung-ip); and
- (8) he enquired whether the ratio between sea and road transport in Ma Wan could be adjusted and whether a consultation exercise on Members’ proposals could be arranged (the Chairman).

88. Sr Transp Offr/Tsuen Wan of the TD responded that the TD would continue to keep in view the traffic demand of the residents in the district, changes in travel characteristics of passengers, traffic conditions of the Lantau Link and completion of the relevant road facilities; and would timely review and revise the planning guidelines on traffic in Ma Wan when necessary. Given the relatively low occupancy rate of the ferry service and the relatively comprehensive service hour and coverage provided by other alternative means of transport in Ma Wan, the passenger demand could generally be met at present. The TD would keep liaison with the local community timely depending on the circumstances and adjust or enhance the services according to the needs.

89. Sr Transp Offr/Planning/Ferry 1 of the TD responded that the TD held an open attitude towards the proposed service extension for the ferry route of “Ma Wan - Tsuen Wan”. The TD would actively study the relevant application from the ferry service operator, if any, with the departments concerned and would further consider the relevant factors such as the impact of the proposal on the operation and financial status as well as the availability of the relevant ancillary facilities at the pier, etc. According to the Heads of Agreement concerning the Ma Wan northeastern comprehensive development area signed between the Government and the developer, the developer had an obligation to provide ferry and bus services to and from Ma Wan. The TD would also keep close liaison with the developer on provision of the services and actively follow up on the renewal of the ferry operating licence.

90. General Manager of the PITCL responded that the average daily patronage of route no. NR331S plying between Ma Wan and Tsuen Wan West Station was 755 passengers for the departure and there were 626 passengers for the return trips. The average daily patronage of the three trips of the ferry route concerned was 128 passengers for the departure and there were 152 passengers for the return trips. The PITCL did not have resources for the provision of additional ferry service for the time being. Moreover, as for the residents’ aspiration for an additional ferry service plying from Ma Wan to Tsuen Wan during the peak hours, he suggested that the residents of Ma Wan should consider adjusting the service frequency of the ferry service from Ma Wan to Central during the peak hours, so that resources could be re-allocated for the additional ferry service plying from Ma Wan to Tsuen Wan.

91. Manager (Ferry Operation) of the PITCL responded that there was no vessel breakdown or lost trip for the ferry services provided by the PITCL in July 2018. In August 2018, a vessel was arranged to replace the vessel with engine failure for provision of service and four additional bus services were also arranged to meet the passenger demand. In addition, the maintenance staff of the PITCL were also responsible for carrying out the minor emergency repair works for vessels and making arrangement with shipyards for major repair works of vessels. The PITCL would also make arrangement with the shipyards in the Mainland to carry out the annual maintenance for the vessels for a month which was in good progress.

92. Sr Transp Offr/Tunnels & Tsing Ma 1 of the TD responded that regarding the contingency measures for the traffic congestion and traffic accident on the Tsing Ma Bridge, the TD had engaged a management company to monitor the Tsing Ma Control Area on a 24-hour basis and notify the departments concerned according to the established procedures for follow-ups when incidents occurred, including making arrangement for towing away the vehicles involved at the earliest possible as instructed by the Police, opening of the lower deck of the bridge to divert traffic when necessary and notifying the motorists of the latest road traffic conditions. The TD had implemented the new high wind traffic management measures starting from 1 August 2018. The vehicles of the PITCL were still allowed to run on the upper deck in Stage 1. In Stage 2, the PITCL would, having regard to the weather condition, consider providing additional ferry and feeder bus services for passengers to travel to and from

the piers and bus stops of the existing residents' coaches. To facilitate the different sectors to take contingency measures, the TD's Emergency Transport Coordination Centre would keep the public, industry, public transport operators and organisations such as the Airport Authority informed through the mass media, mobile applications and broadcasts.

93. OC Dist Traffic Team (Tsuen Wan) of the HKPF responded that the police officers would direct the traffic after arriving at the scene, with a view to clearing up the scene and easing the vehicular flow at the earliest possible.

94. The Chairman said that the matter of the "Impact of the Under Expect Patronage of the Noah's Ark on the Operation of the PITCL" had been discussed by the relevant Committee and it did not cause a direct impact on the traffic. Hence, it was not appropriate for the T&TC to discuss at its meetings. Although the T&TC had discussed no. 1 to no. 4 of the captioned item, a consensus with the TD should be reached on the subsidy for the ferry service before considering the carrying capacity of transportation during the peak hours and the feasibility of resuming the ferry service plying to Tsuen Wan during the peak hours. As the tenure of office of a non-standing working group was eight months only and it took time to study the captioned item, he thought that it was inappropriate to set up a non-standing working group for discussion of the captioned item at the moment. After discussion, Members agreed to suspend the formation of a non-standing working group for discussion of the captioned item before further progress was made, but they would follow up on the matter with the departments concerned after the meeting.

(Note: Mr NG Hin-lung, Norris left the meeting at 6:55 p.m.)

XIV Item 13: Minor Traffic Improvement Projects Completed in the Past Two Months, in Progress and Planned to Commence in Six Months by the Highways Department (Tsuen Wan District) and Timetables (as at 17 August 2018)
(T&TC Paper No. 42/18-19)

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

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

- (1) he enquired about the construction of additional inlets of stormwater drains for preventing puddles on Wai Tsuen Road off Luk Yeung Sun Chuen and about project NE/16/02357-73 on the improvement to the vehicular access of Luk Yeung Sun Chuen on Wai Tsuen Road (Mr LAM Faat-kang);
- (2) regarding project NE/16/02127-55 on the widening of carriageway at the junction of Tsuen King Circuit and On Yin Street, she enquired whether a non-stopping zone was designated at the road section concerned to tackle the problem of illegal parking near the bus stop (Ms LAM Yuen-pun, Phyllis); and
- (3) he pointed out that the project NE/17/00461-77 on the widening of carriageway at Castle Peak Road Sham Tseng Section near Rhine Garden was

delayed repeatedly since the commencement of works in 2017. Members learnt that the relocation of the underground utilities had been completed and the arrangement of transplanting trees should also be endorsed by the end of 2018. He thought that it was excessively late for the works to be completed in the second quarter of 2019 and enquired about the reasons for the repeated delays (Mr CHENG Chit-pun).

97. Sr Dist Engr/General (3) of the HyD said that the works for the construction of the additional inlets drains for preventing puddles on Wai Tsuen Road off Luk Yeung Sun Chuen was undertaken by the officers of maintenance works of the HyD. As temporary closure of Wai Tsuen Road was required for construction, the HyD was currently studying the feasible options including the temporary traffic arrangement. Regarding project NE/16/02357-73, the Post Office had provided the HyD with a posting box and arrangement was being made currently for completion of the relevant minor works by the contractor at the earliest possible. Regarding the enquiry about the designation of a no-stopping zone at the road section concerned under project NE/16/02127-55, the HyD would discuss the Members' views with the TD after the meeting. Regarding the progress of project NE/17/00461-77, the HyD had submitted the applications for transplanting trees to the LCSD and Lands Department. Upon obtaining the approvals, the Landscape Division of the HyD would make arrangement for transplanting the trees concerned by the contractor but the transplanting of tree could be affected by the seasonal weather. The HyD would also discuss the feasibility of changing the large sign at the bus stop of Rhine Garden and formulation of the relevant temporary traffic arrangements with the TD. The HyD hoped that the works would commence at the earliest possible if everything went smoothly.

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

(A) Working Group on Tsuen Wan Footbridge Network

98. The Secretary reported that according to the information provided by the HyD in late August 2018, the HyD had engaged an engineering consultant to assist in the study, design and promotion of the project of Footbridge B and the engineering consultancy contract came into effect on 16 August 2018. The engineering contract for the main body of the project of the Footbridge D (Public Works Programme Item No. 164TB) had come into effect on 23 May 2017. The foundation pile works of the footbridge and compensatory planting of trees had been completed by the contractor engaged by the HyD. The HyD would also continue to follow up the details of footbridge connection with the property management agencies of Tsuen Wan Plaza and Skyline Plaza. In addition, regarding the escalator works of the pedestrian footbridge of Tai Wo Hau MTR Station, the HyD was still preparing for the 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 this project was substantially completed and the gazettal was scheduled in September 2018.

(B) Task Force on Public Transport Network

99. Mr CHENG Chit-pun reported that the Task Force had held its 20th meeting on 15 August 2018 to continue to follow up and discuss 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;
- (2) Request the TD and the departments concerned to assist in exploring a feasible proposal to provide an access at some parts of the divider between Waterside Plaza and City Point with a view to enable residents to move between the two housing estates conveniently and achieve a better living environment;
- (3) Strongly request the Police and the TD to take immediate action to tackle the current traffic congestion on Luen Yan Street strictly and seriously in order to address the problem of disruption to public bus services and to improve the traffic flow in the area;
- (4) Strongly request the TD to urge the operators of various means of public transport to submit a proposal concerning the adjustment of transport service frequency to cope with the urgent demand as a result of a sudden surge of passengers;
- (5) Request to strengthen enforcement action against illegal parking at the Residents' Service stop off Sai Lau Kok Multi-storey Carpark Building and to work out improvement measures;
- (6) Strongly request the TD to promptly study the proposal of widening and improving the relevant road sections on Wing Tak Street and of providing taxi pick-up and drop-off parking spaces for the convenience of visitors and residents travelling to and from City Point; as well as request the HKPF to strengthen enforcement action on Wing Tak Street and Wing Shun Street to avoid aggravated traffic problem and maintain a smooth traffic flow on Tsuen Wan waterfront;
- (7) Strongly request the TD and the HyD to immediately provide detailed information on traffic projects at the industrial area at Wang Lung Street for Members' reference and discussion;
- (8) Strongly request the MTR to provide more escalators that connect the ground floor level and the platform to provide further convenience for the Tsuen Wan residents to use the MTR service; and
- (9) Request the Transport Department, 393 property developer and government departments to study the roll-out of the project of widening the exclusive left-turn lane at Ma Tau Pa Road concurrently in the course of construction of a new footbridge in order to save time throughout the whole construction periods of these two projects and bring convenience on transportation to the residents of Tsuen Wan District as soon as possible.

The 21st meeting of the Task Force was scheduled on 26 September 2018.

(C) Working Group on Road Safety Education and Promotion

100. The Vice Chairman reported that the Working Group would hold the "Tsuen Wan District Road Safety Talk for the Elderly" and "Tsuen Wan District Road Safety Day-

cum-Exemplary Pedestrians Recognition Day” starting from September 2018. Members were invited to eagerly support and participate in the above activities.

XVI Item 15: Any Other Business

101. Mr CHAN Chun-chung, Jones thanked the Tsuen Wan District Office for making coordination for the construction works of Guangzhou-Shenzhen-Hong Kong Express Rail Link in Cheung Shan Estate.

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

- (1) Financial Statement of the Traffic and Transport Committee as at 17 August 2018
(T&TC Paper No. 43/18-19).

103. The Chairman reminded Members that the next meeting was scheduled on 5 November 2018 (Monday) and the deadline for submission of paper was 19 October 2018.

XVII End of the Meeting

104. There being no other business, the meeting was adjourned at 7:22 p.m.

Tsuen Wan District Council Secretariat
October 2018