

(Translation)

Minutes of the 18th Meeting of Traffic and Transport Committee (4/18-19)

Date: 5 November 2018

Time: 2:30 p.m.

Venue: Main Conference Room, Tsuen Wan District Office

Present:

Members

Mr LO Siu-kit, MH (Chairman)
Mr WONG Ka-wa (Vice Chairman)
Mr MAN Yu-ming, MH
The Hon TIEN Puk-sun, Michael, BBS, JP
Mr KOO Yeung-pong, MH
Mr NG Hin-lung, Norris
Mr LI Hung-por
Ms LAM Yuen-pun, Phyllis
Ms LAM, Lam Nixie
Mr 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
Miss NG Ka-wing, Karen	Transport Officer/Tsuen Wan 1, 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	Contract 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

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 CHEUNG Hon-hei Senior Engineer/Consultants Management 5,
Drainage Service Department
Ms FU Ka-man Engineer/Consultants Management 12,
Drainage Service Department
Mr FOK Chun-sing Project Manager, Atkins China Limited
Miss KWAN Yuen-ting Senior Traffic Engineer, Atkins China Limited

For discussion of item 9

Mr Rayson LAW Planning and Support Officer I, Long Win
Bus Company Limited

For discussion of item 10

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

Absent:

Members

Mr LAM Faat-kang, MH
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 18th meeting of the Traffic and Transport Committee (T&TC) and introduced Miss NG Ka-wing, Karen, Transport Officer/Tsuen Wan 1 (Transp Offr/TW 1) of the Transport Department (TD) who attended the meeting on behalf of Mr LAU Wing-hang, Will, Senior Transport Officer/Tsuen Wan of the TD. Also, for Members' information, Mr LAM Faat-kang was absent with apologies.

2. 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 3.9.2018

3. The minutes of the previous meeting were unanimously confirmed by Members without amendment.

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

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

IV Item 3: PWP Item 4389DS - Upgrading of West Kowloon and Tsuen Wan Sewerage - Phase 2

(T&TC Paper No. 45/18-19)

5. The Chairman said that the Drainage Services Department (DSD) submitted the paper and introduced the representatives of the DSD who would brief Members on the captioned item, including:

- (1) Mr CHEUNG Hon-hei, Senior Engineer/Consultants Management 5 (Sr Engr/Consultants Mgt 5) of the DSD;
- (2) Ms FU Ka-man, Engineer/Consultants Management 12 of the DSD;
- (3) Mr FOK Chun-sing, Project Manager of Atkins China Limited; and
- (4) Miss KWAN Yuen-ting, Senior Traffic Engineer of Atkins China Limited.

6. Sr Engr/Consultants Mgt 5 of the DSD and Project Manager of Atkins China Limited introduced the paper.

(Note: Mr FONG Yun-fat joined the meeting at 2:47 p.m.)

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

- (1) he opined that Route Twisk was narrow and the DSD might put more effort on the project (the Vice Chairman); and
- (2) she was concerned about the problem of traffic congestion on Route Twisk during morning peak hours. She hoped that the DSD would minimise the

area of road excavation works, with a view to reducing the traffic impact caused by road closure (Ms LAM Yuen-pun, Phyllis).

8. Senior Traffic Engineer of Atkins China Limited responded that she noted Members' views. The alignment of traffic diversion would be optimised during road closure. The road excavation works near footpaths or during non-peak hours would be carried out as far as possible in order to maintain a smooth traffic flow.

(Note: Ms LAM, Lam Nixie and Mr YICK Shing-chung, Angus joined the meeting at 2:50 p.m.)

9. The Chairman said that Members supported the project. The DSD should maintain communication with the district councillor of the constituency area concerned before the commencement of works and submit the information of the works concerned for Members' reference after the funding was available.

V Item 4: Adjust the Sectional Fares Consolidate the Bus Stops in Tsing Lung Tau

(T&TC Paper No. 46/18-19)

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

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

12. Transp Offr/TW 1 of the TD responded that the TD had relocated the bus stops of the Kowloon Motor Bus Company (1933) Limited (the "KMB") route nos. 52X and 53 (both Tuen Mun bound) and that of the Citybus (the "CTB") route nos. 962B and 962E from Castle Peak Road near Hong Kong Garden to the lay-by at Vista Cliff on 15 October 2018. The TD held an open attitude towards the proposed cancellation of the bus stop at Hong Kong Garden if the passenger demand could be met. The TD also encouraged the bus companies to implement sectional fares as appropriate in order to make good use of resources and bring convenience to passengers.

13. Assistant Manager (Planning and Development) (AM(P&D)) of the KMB responded that to ensure the safety of bus movements and road safety, the government departments had provided the bus bays at the bus stops at Hong Kong Garden and Tsing Lung Tau when carrying out the widening of Castle Peak Road; and the KMB had relocated the bus stops into the bus bays after the completion of the works. The bus stops were renamed as Hong Kong Garden Stop and Tsing Lung Tau Village Stop respectively. The original purpose for provision of the Hong Kong Garden Commercial Complex Stop was to facilitate bus passengers to get access to Hong Kong Garden by making good use of the pedestrian footbridge nearby to cross the road after alighting from buses. However, as the dangerous jaywalking of pedestrians was not improved after provision of this bus stop, the KMB proposed to consider cancelling this bus stop. And the problem of excessive bus stops should not be solved through adjustment of bus fares. To determine the locations of bus stops for provision of sectional fares, the KMB would select the clearly-cut road sections in

the district for implementation of sectional fares. The Hong Kong Garden Stop had all along been served as a diverging point of the sectional fare in the respective area and the KMB did not plan to make changes for the time being.

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

- (1) although the destination of many passengers was originally the Hong Kong Garden Commercial Complex Stop at present, some of them would choose to alight from buses earlier at the Hong Kong Garden Stop and walk home for about 200 metres in order to save the bus fare of \$2.9 due to the sectional fares. She thought that it was unsatisfactory. The bus passengers hoped that the KMB would incorporate the Hong Kong Garden Commercial Complex Stop into the sectional fare scheme (Ms FAN Regine Hui-yu);
- (2) the bus fares of bus route no. 53 at Hong Kong Garden Commercial Complex Stop and Hong Kong Garden Stop were \$8.7 and \$5.8 respectively. Although the KMB had provided the Hong Kong Garden Commercial Complex Stop, the sectional fare concession had not been extended to cover this new bus stop. Therefore, some passengers chose to alight from buses at the preceding bus stop and walk home for saving the bus fares, and it was not desirable. He had sent a letter of request to the KMB one year ago for provision of sectional fare concession at the Hong Kong Garden Commercial Complex Stop, but the KMB did not accede to the request. Regarding the KMB's proposed cancellation of the Hong Kong Garden Commercial Complex Stop, he opined that the KMB was irresponsible and it merely put the cart before the horse. He enquired the KMB's representatives on taking the factors of setting up a new bus stop into consideration by the Members, why it was not clearly indicated during the on-site inspection before setting up the new bus stop that the sectional fare concession would not be provided at the new bus stop. However, the KMB proposed to cancel the Hong Kong Garden Commercial Complex Stop after provision of the new bus stop to evade the request for provision of sectional fare concession (Mr CHENG Chit-pun);
- (3) as most of the bus passengers alighted at the Tsing Lung Tau Village Stop and Hong Kong Garden Commercial Complex Stop, he was astonished by the KMB's proposal on cancellation of the Hong Kong Garden Commercial Complex Stop and reservation of the Hong Kong Garden Stop. He hoped that the new Hong Kong Garden Commercial Complex Stop would be reserved and the issue of sectional fare concession would be handled. He thought that the residents of the areas around Tsing Lung Tau mainly alighted at the three stops including Tsing Lung Tau Village Stop, Hong Kong Garden Stop and Hong Kong Garden Commercial Complex Stop. He hoped that the KMB would consolidate these bus stops and adjust the sectional fare concession, with a view to achieving the faster journey time and benefitting the passengers (Mr NG Hin-lung, Norris);
- (4) if sectional fare concession was not adjusted, the existing packages of bus route should remain unchanged (Mr NG Hin-lung, Norris); and

- (5) he enquired about the difference in the bus fares of the bus stops (the Chairman).

(Note: Mr MAN Yu-ming joined the meeting at 3:14 p.m.)

15. AM(P&D) of the KMB responded that there were different bus fare charges for the passengers boarding the buses heading to Tuen Mun at the Tsing Lung Tau Village Stop and Hong Kong Garden Stop, but the identical bus fare charges were applicable to the passengers boarding the buses at the Hong Kong Garden and Hong Kong Garden Commercial Complex Stops heading to Tuen Mun. The two-way sectional fare concession was also implemented for bus route no. 53. Passengers boarding the buses of this route in Tsuen Wan town centre were charged of different bus fares for alighting at the Tsing Lung Tau Village Stop and Hong Kong Garden Stop respectively, but they were charged of the same bus fare for alighting at the Hong Kong Garden and Hong Kong Garden Commercial Complex Stops. The Hong Kong Garden Stop was a bus stop which could be easily identified and the KMB wished to select an easily-identified location for creation of bus stop. Also, making adjustment to the locations of bus stops implementing sectional fare concession might cause financial impact on the KMB. The KMB noted Members' views and would consider the proposals when appropriate.

16. The Chairman concluded that there was respective passenger demand from all bus stops. It was not proper to make random changes to the existing bus route packages before the TD and KMB had made any major changes.

VI Item 5: Request to Better the Bus Service Plying between Tsuen Wan and Causeway Bay as well as Island East at the Earliest Possible
(T&TC Paper No. 47/18-19)

17. 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.

18. The Hon TIEN Puk-sun, Michael, Mr CHENG Chit-pun, Mr MA Ting-hei and Ms FAN Regine Hui-yu introduced the paper.

19. Transp Offr/TW 1 of the TD responded that KMB route no. 934 mainly provided bus service plying between Tsuen Wan and Wan Chai for the pressing passenger demand during the morning and afternoon hours. The TD would take various factors into account, such as the passenger demand at different hours in daytime and journey time, when formulating the bus schedules for various bus routes. If the passenger demand of an individual bus route continued to rise and the requirement for frequency improvement was met, the TD would consider increasing the service frequency. The TD wished to raise the efficiency of the bus routes network in light of the demographic changes and changes in passenger travel habits. The TD did not plan to convert bus route no. 934 to a whole-day service for the time being, but would continue to closely monitor the service performance of bus route no. 934 and consider making adjustment to the frequency arrangement to meet passenger demand when

appropriate. Moreover, the proposals on extension of the terminus to Causeway Bay and provision of special departures to Hong Kong Island East would increase the journey time of the bus route concerned. The KMB also needed to deploy additional resources to maintain the existing service frequency and it might bring an impact to the existing passengers. Given the limited road resources in Hong Kong, the TD endeavoured to reduce road congestion by encouraging passengers to make good use of the existing network of public transport systems, so that the various public transport services could be effectively co-ordinated and vicious competition and route-overlapping could be reduced. At present, the residents in Tsuen Wan could travel by bus route no. 930X to Causeway Bay or interchange for other bus routes at the Western Harbour Crossing for travelling to and from Causeway Bay and Hong Kong Island East according to their departure time and destinations. The residents of Tsuen Wan could also consider using the railway system for travelling to and from Hong Kong Island East. The residents of Bayview Garden might consider travelling to and from Causeway Bay and Hong Kong Island East by bus and minibus to the town areas of Tsuen Wan for interchange to the aforesaid means of public transport. The transport service under the existing public transport network was generally available to the residents of Tsuen Wan to travel to and from Causeway Bay and the vicinity of Hong Kong Island East. For optimal use of resources, the TD had reservations on the proposal. However, the TD noted the Members' views and would duly consider their views when the TD discussed the plans for bus routes with the bus companies in future. The TD noted Members' proposal on introduction of a subordinate route under bus route no. 934 plying between Tsing Lung Tau and Hong Kong Island. The passengers in Tsing Lung Tau could travel to Hong Kong Island East by taking bus route no. 962E. The TD would keep in view the passenger demand and make adjustment to the relevant service when appropriate.

20. AM(P&D) of the KMB responded that the KMB was aware of the needs of the residents of Tsuen Wan to travel to Causeway Bay and Hong Kong Island East. The KMB had submitted proposals to the TD for operating direct bus service to Causeway Bay or Island East for Tsuen Wan district. The KMB would follow up the proposal on introduction of direct bus service to Hong Kong Island East or Causeway Bay with the TD and would seek Members' views when there was further progress on this matter.

(Note: Mr LI Hung-por joined the meeting at 3:30 p.m.)

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

- (1) he commended the KMB for its consideration of the proposal for the interest of the passengers even if additional resources were required. He expressed dissatisfaction with the TD for its refusal to consider the proposal for the time being due to its concern over the vicious competition between the KMB and the MTR Corporation Limited (MTRCL). In his opinion, if passengers could travel to their destinations directly with reduced number of interchanges, more people would be willing to travel by the means of public transport and the use of private car would be reduced indirectly. Given the

KMB was willing to provide the bus service concerned, he did not accept the TD's justification for not considering the introduction of direct bus service plying to and from Causeway Bay and Hong Kong Island East for the time being (the Hon TIEN Puk-sun, Michael);

- (2) he supported the proposal because these bus routes would facilitate the residents in Tsuen Wan to travel to Hong Kong Island East during interruptions of MTR train services and reduce the number of interchanges (the Vice Chairman);
- (3) he supported the proposal. The patronage of bus route nos. 962B and 962E in the morning peak hours demonstrated the keen demand of Tsuen Wan residents for bus service plying to Hong Kong Island East. Currently, bus route no. 962E also met the TD's criteria for the frequency enhancement of the bus service. He hoped that the TD would consider increasing the service frequency of bus route no. 962E as well (Mr NG Hin-lung, Norris);
- (4) she supported the proposal. The strong demand for the residents' coach bus was manifested in the residents' enquiry as to whether the direct residents' coach service to Hong Kong Island East could be introduced. It could also be seen that the residents did not like making interchanges too frequently to reach their workplaces in Hong Kong Island East. She hoped that the direct bus service to Hong Kong Island East would be provided. She hoped that the TD would note the residents' preference for travelling by bus and would work out the provision of public transport service from various aspects instead of solely relying on the railway service as the major means of transport (Ms LAM Yuen-pun, Phyllis);
- (5) according to the findings from more than 300 questionnaires collected from a survey conducted by him recently, 10% of the passengers travelled to the Central and Western district of Hong Kong Island by taking bus route no. 962B, 11% of the passengers travelled to Hong Kong Island East and most of the passengers still had to make interchanges to travel to Hong Kong Island East. It was different from his estimation that most of the passengers were travelling to Central and Western district of Hong Kong Island. As the road resources were scarce, the TD should duly conduct the matching of resources and transport planning (Mr CHENG Chit-pun);
- (6) currently, about 8% of the passengers in Sham Tseng travelled to Kowloon East by bus route nos. 234D and 234C at peak hours, which was less than the demand from the 11% of the passengers who travelled to Hong Kong Island East. However, there was only one departure of the bus route to Hong Kong Island East and it could hardly meet the passenger demand. He enquired whether the TD would consider increasing the service frequency for bus route no. 962E (Mr CHENG Chit-pun);
- (7) it was inappropriate to suggest that passengers should travel to Hong Kong Island East by making interchanges in view of the daily chaotic situation of making interchanges at Admiralty MTR Station (Mr CHENG Chit-pun);

- (8) he supported the proposal. The residents in his constituency area had also reflected the aspiration for extending the bus service to Hong Kong Island East. He hoped that the TD would further consider the proposal (Mr LI Hung-por);
- (9) many offices were relocated to Hong Kong Island East and Wong Chuk Hang due to high office rents. He hoped that the TD would consider the situation and facilitate the residents to reach the workplaces in remote areas (Mr KOO Yeung-pong); and
- (10) when the commercial centres were under development, the Government did not consider the transport support service properly and many residents of Tsuen Wan needed to make several interchanges to reach their workplaces. She hoped that the government departments would consider the relevant transport needs in advance and take the transport support service into consideration when planning the new commercial centre (Ms LAM, Lam Nixie).

22. The Chairman concluded that the TD and KMB noted Members' views. He asked the TD to follow up on the proposal after the meeting and give a written reply for Members' reference.

23. The Chairman said that as Mr TSANG Tai would join the meeting later, the meeting would proceed with the discussion of item 7 to item 10 first.

VII Item 7: Request the Government to Improve the Road Design of Hoi Kwai Road As a Whole for Pedestrian Safety and Free Accessibility
(T&TC Paper No. 49/18-19)

24. The Chairman said that Mr KOO Yeung-pong submitted the paper.

25. Mr KOO Yeung-pong introduced the paper.

26. Engineer/Tsuen Wan 1 (Engr/TW 1) of the TD responded that the TD proposed to remove the traffic sign of "No right turn for vehicles over 12 metres long" on Hoi Kwai Road near Clague Garden Estate and conduct an assessment on the traffic conditions in the vicinity. The TD would consider Members' views for formulating the improvement options and would discuss with the Chairman and Members.

27. Mr KOO Yeung-pong enquired whether the TD planned to remove the traffic sign of "No right turn for vehicles over 12 metres long" or prohibit the entry of vehicles over 12 metres long to the road section concerned. If only the traffic sign was removed, the vehicles over 12 metres long would not be effectively barred from entry to the road section, resulting in a more chaotic traffic condition. Besides, he said that according to the Hong Kong Housing Society, the guard kiosk occupying the footpath was approved by the Lands Department (Lands D). He would liaise with the Lands D after the meeting for discussion on the impact on road safety brought by the design of the guard kiosk.

28. Engr/TW 1 of the TD responded that the TD would study the improvement options and take Members' views into consideration.

29. The Chairman added that the Lands D and Highways Department (HyD) were currently following up on the traffic problems caused by the occupation of footpath by the guard kiosk at the site concerned. He hoped that the Lands D would explain the results of the follow-up work in writing as soon as possible. The TD was also considering the provision of additional traffic signs of no stopping zone at appropriate locations and would submit the proposal upon formulation to the Members of the constituency areas concerned for their consideration as soon as possible. He also hoped that the Hong Kong Police Force (HKPF) would deploy additional manpower on patrol.

(Note: Mr TAM Hoi-pong joined the meeting at 3:53 p.m.)

VIII Item 8: Request to Solve the Problem of Gridlocks at Kwok Shui Road and Fu Uk Road

(T&TC Paper No. 50/18-19)

30. The Chairman said that Mr CHAN Yuen-sum, Sumly submitted the paper.

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

32. Engineer/Tsuen Wan 2 (Engr/TW 2) of the TD responded that the TD had issued the Works Request Form to the HyD for arranging the widening works of Kwok Shui Road. The consultant company engaged by the Lands D was currently studying the cutting back of slope for the road widening works. The HyD planned to commence the advance works in phases so as to expedite the progress and alleviate the problem of traffic congestion.

33. Senior District Engineer/General (3) (Sr Dist Engr/G(3)) of the HyD responded that the HyD had received the TD's Works Request Form regarding the widening of Kwok Shui Road. As a slope managed by the Lands D was under the coverage of the widening works, the widening works could only commence after the consultant company engaged by the Lands D completed the study. Besides, the HyD and TD would first explore the feasibility of widening the section of carriageway on Kwok Shui Road towards Kwai Chung near Fu Uk Road, including the excavation of the trench pits for inspection of the affected underground public utilities and giving notifications to the affected public utility companies for relocation of the underground facilities.

34. Officer-in-Charge, District Traffic Team (Tsuen Wan) (OC Dist Traffic Team (TW)) of the HKPF responded that the Police would deploy police officers to conduct take actions on Kwok Shui Road and Fu Uk Road from time to time. In September and October 2018, the HKPF had respectively issued about 40 fixed penalty tickets (FPTs) on Kwok Shui Road and respectively issued 99 FPTs and 70 FPTs on Fu Uk Road. The concrete mixers from Fu Uk Road were illegally parked and obstructed

the sightlines of the traffic when entering the industrial area. The Police had advised the drivers that it was inappropriate to park and wait at the locations concerned, and proposed to these drivers to maintain communication with the persons-in-charge of the companies, so as to drive in only when parking spaces were available. The Police would continue to take law enforcement actions in order to tie in with the traffic improvement plans of the TD and HyD.

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

- (1) he was concerned about the road safety problem caused by public transport on Kwok Shui Road as well as the problem of traffic congestion caused by the loading/unloading activities of goods vehicle drivers on the pavement of the locations concerned. He enquired whether the departments had solutions for the problems (the Vice Chairman);
- (2) he was concerned about the reverse entry to/exit from the cement plant of the goods vehicles and the trade fairs of motor cars staged by automobile companies in City Landmark. He enquired whether the activities unrelated to logistics could be held thereat (the Vice Chairman);
- (3) he hoped that the widening works of Kwok Shui Road and traffic improvement works with cancellation of zebra crossing and replacement by traffic light would commence as soon as possible to ensure road safety (Mr CHAN Yuen-sum, Sumly); and
- (4) he hoped that the Police would enhance the law enforcement work on Kwok Shui Road, and that the Police would, together with the representatives of the TD, discuss with the persons-in-charge of the warehouses and urge them to improve the problem of goods vehicles parked on the pavement (Mr CHAN Yuen-sum, Sumly).

36. OC Dist Traffic Team (TW) of the HKPF responded that regarding the reverse entry/exit of goods vehicles, if there was no traffic sign which prohibited the reverse of vehicles and the members of the public using the road were not affected by the reverse entry/exit of good vehicles, the driver's non-compliance of the relevant legislation did not exist. However, if the members of the public were affected, the drivers might have committed the offence of careless driving and the members of the public could submit the relevant video recording to the Investigation and Support Division of the Traffic New Territories South of the HKPF for follow-ups. Regarding the illegal parking of vehicles on Kwok Shui Road for loading/unloading activities, the Police could issue FPTs pursuant to the relevant provisions of the Road Traffic Ordinance (Chapter 374) in light of the actual situation if necessary.

37. Engr/TW 2 of the TD responded that the TD would follow up Members' views.

38. The Chairman concluded that the captioned problem had been discussed for long. He hoped that the TD would implement the traffic improvement works in phases and asked the Police to step up law enforcement for alleviating the problem of traffic congestion and road safety at the sites concerned.

IX Item 9: Request to Improve the Bus Service of Lei Muk Shue Estate (2019/20 Bus Route Development Programme)

(T&TC Paper No. 51/18-19)

39. The Chairman said that the Vice Chairman submitted the paper and introduced Mr Rayson LAW, Planning and Support Officer I of the Long Win Bus Company Limited (Long Win).

40. The Vice Chairman introduced the paper.

41. Transp Offr/TW 1 of the TD responded that the existing service of bus route no. N36 could meet the passenger demand. The TD would continue to monitor the change in passenger demand and follow up with the KMB when appropriate. The TD would study the relocation of the bus terminus of bus route no. 36 in light of the passengers' needs with the KMB. If the journey time increased due to the extended routing of bus route no. 36A to Kowloon Tong, the KMB would have to allocate more resources to maintain the service frequency. Hence, passengers were suggested to make good use of the existing bus and MTR interchange services for travelling to their destinations. For example, passengers could take bus route no. 36A to Fuk Wing Street and interchange for KMB bus route no. 6D for travelling to Shek Kip Mei MTR Station, or they could take bus route no. 36M to Kwai Fong or Kwai Hing and interchange for MTR service for travelling to Shek Kip Mei or Kowloon Tong. The TD noted Members' views on re-routing part of the routing of bus route no. 36B and relocating the terminus to Hung Hom Station or Tsim Sha Tsui, and suggested that passengers should take bus route no. 36B to Yau Ma Tei and interchange for bus route no. 2 or bus route no. 9 for travelling to the vicinity of Tsim Sha Tsui. Moreover, the TD would continue to keep view of the patronage of bus route no. 36X and formulate the routing and journey time according to the passenger demand at different timeslots in daytime. The residents of Lei Muk Shue Estate could travel to and from Kowloon East by taking bus route no. 40P or bus route no. 234C. The TD would formulate the schedule of a bus route by taking various factors such as the passenger demand and journey time at different timeslots into consideration, and make adjustment to the service frequency according to the service guidelines and patronage in order to meet the needs arising from the demographic change and change in passenger travel habits. Regarding the provision of additional airport bus service for Lei Muk Shue Estate, the residents in Lei Muk Shue could take bus route no. 36M to Kwai Fong MTR Station and interchange for Long Win bus route no. A32. The existing service could meet the passenger demand for travelling to the airport and the TD encouraged the general public to make use of the existing public transport service and interchange service for travelling to and from the airport. The TD would continue to keep in view the changes in passenger demand and suitably review and study the relevant proposals. The TD encouraged the franchised bus operators to introduce fares reduction or concessions according to the operating conditions and socio-economic environment given that the suitable and efficient public transport services could be maintained. The franchised bus operators would also determine the levels of sectional fare concessions of individual bus route with regard to various factors such as the features of the service, patronage, passengers' distribution and journey distance. In line with

the spirit of free enterprise, the level of fare was the commercial decision of the individual operators. The TD would continue to maintain communication with the franchised bus companies and encourage them to provide sectional fare concessions.

42. AM(P&D) of the KMB responded that the KMB noted Members' views for consideration. If the proposals were practicably feasible, the KMB would incorporate the proposals into the 2019/20 Bus Route Development Programme (BRDP). The last departure of bus route no. N36 was 1:55 a.m. at present and had already catered the needs of most passengers using the overnight bus service. The KMB would consider increasing the frequency of overnight service subject to the changes in passenger demand and in-house resources. As the routings of the departure and return trips of bus route no. 36 were different, if the terminus of this circular route was relocated from Tsuen Wan West to Lei Muk Shue Estate, the passengers who got on bus no. 36 in the vicinity of Shek Wai Kok or Cheung Shan to travel to the destinations along the route succeeding Lei Muk Shue Estate would be affected. The KMB would carefully study the location of the bus terminus to minimise the impact on passengers. The KMB noted the passenger demand for bus service to Hung Hom and Tsim Sha Tsui and would consider re-routing the relevant bus routes altogether, such as bus route nos. 36A, 36B and 36X. The KMB had all along been pooling resources to enhance the bus service from Tsuen Wan district to Kowloon East. Passengers could travel to Kowloon East by taking bus route no. 40P or bus route no. 234C during the peak hours, or take bus route no. 36M to Kwai Chung Road for interchange to bus route no. 40 to Kowloon East during off-peak hours and timeslots outside the service hours of bus route nos. 40P and 234C and bus route no. 290 or bus route no. 290A to Tseung Kwan O. The KMB also noted Members' views on sectional fare concession.

43. Planning and Support Officer I of the Long Win responded that the residents of Lei Muk Shue Estate could travel to and from Tsuen Wan and airport through bus interchanges. The Long Win would continue to discuss the feasibility of the proposal concerned with the TD.

(Note: Mr CHAN Chun-chung, Jones joined the meeting at 4:30 p.m.)

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

- (1) he was disappointed with the TD for its failure to actively improve the bus service of Lei Muk Shue Estate over the years. He opined that the needs of the residents in Lei Muk Shue could not be catered solely by the interchange services of public transport. The proposed extension of routing of bus route nos. 36A and 36B to areas including Kowloon Tong, Hung Hom and Tsim Sha Tsui would help attract passengers and the KMB might increase the service frequency due to an increase in patronage for improvement of service. As there was a keen demand for bus service plying to Kowloon East, he hoped that the whole-day bus service plying to and from Kowloon East would be provided as soon as possible. Besides, the bus interchange service was expensive and circuitous. He hoped that

the KMB could provide direct bus service from Lei Muk Shue to the airport to facilitate the residents in Lei Muk Shue to go to the airport for travel and for work (Mr CHAN Yuen-sum, Sumly);

- (2) he enquired the reasons for the serious problem of lost trips of bus route no. 36B. He reflected that many residents worked on shifts in the airport and were forced to travel to and from the airport by taxi after the airport bus interchange services were suspended at night. Their travelling expenses were costly. He hoped that the bus companies would consider improving the existing airport bus service (Mr LAM Hin-fai);
- (3) it was manifested from the increase in the service frequency of bus route no. 40P every year that the patronage was adequate. He hoped that the whole-day bus service would be provided instead of improving the service in phases. He also hoped that the direct bus service to the airport would be introduced because it was inconvenient for passengers to travel to the airport by making interchanges (Mr FUNG Cheuk-sum);
- (4) the routing of bus route no. 36A was better than that of bus route no. 36B but the service frequency of bus route no. 36A was lower. He therefore supported to extend the routing of bus route no. 36A for an enlarged bus service coverage to attract more passengers. He also supported the provision of whole-day bus service departing from Shek Wai Kok to Kowloon East via the vicinity of Sam Tung Uk, Hoi Pa Resite Village and Cheung Shan. He believed that the patronage was adequate to support the introduction of whole-day service plying between Shek Wai Kok to Kowloon East (Mr TAM Hoi-pong);
- (5) he hoped that the KMB would implement the provision of whole-day bus service for bus route no. 40P in the 2019/20 BRDP as the patronage had reached the threshold. He also hoped that the existing routing of the circular route and the arrangement of the bus terminus would be retained because many residents of Shek Wai Kok and Cheung Shan Estate took bus route no. 36 for travelling to Tsuen Wan town centre. Moreover, he supported the introduction of direct bus service to the airport. As the Airport Authority and some companies operating in the airport conducted recruitment exercise in Shek Wai Kok and Cheung Shan Estate from time to time, he hoped that appropriate public transport service would be provided to facilitate the residents to travel to the airport for travel and for work (Mr MAN Yu-ming);
- (6) currently, the residents had to spend much time on making interchanges for travelling to the airport. He opined that the patronage was adequate to support the introduction of a direct bus route to the airport and hoped that the bus service of bus route no. 36 would be enhanced by taking the increase in the service frequency and return trips into consideration in order to meet the passenger demand (Mr CHAN Chun-chung, Jones);
- (7) the bus no. 36 was always full when it arrived at the bus stop in Tsuen Fu Street at 7:30 a.m. He suggested that the KMB should improve the service frequency in the morning peak hours to facilitate the residents to go to the workplaces and schools (Mr NG Chun-yu); and

(8) he enquired whether the Long Win had submitted an application to the TD for introducing an airport bus route via Lei Muk Shue Estate (the Vice Chairman).

45. AM(P&D) of the KMB responded that the KMB noted Members' views and would consider the bus route rationalisation according to the needs. If there was any progress, the proposal would be set out in the next year's BRDP for Members' discussion.

46. Assistant Manager (Operations) of the KMB responded that the KMB noted Members' views on the full loading of bus route no. 36 in the morning peak hours and would study the improvement measures.

47. Planning and Support Officer I of the Long Win responded that the Long Win noted Members' views regarding the provision of airport bus service for the vicinity of Shek Wai Kok, Lei Muk Shue and Cheung Shan. It was necessary for the Long Win to strike a balance among various aspects including the establishment of an airport bus network, optimal use of bus resources, provision of convenient service to passengers and maintenance of service level. The Long Win would continue to discuss the feasibility of the proposal with the TD. Besides, the Long Win had submitted a preliminary proposal regarding the airport bus service concerned, but further discussion with the TD was required.

48. The Chairman concluded that the TD noted Members' views. He hoped that the proposals for benefitting the members of the public would be incorporated into the BRDP next year.

X Item 10: Issue about the Impact on the Traffic of Ma Wan brought by the Closure of Tsing Ma Bridge During Events
(T&TC Paper No. 52/18-19)

49. The Chairman said that Mr TAM Hoi-pong submitted the paper and introduced the representatives of the Park Island Transport Company Limited (PITCL):

- (1) Mr CHEUNG Yu-chik, General Manager; and
- (2) Mr YEUNG Chi-ho, Assistant Manager (Bus Operations).

50. Mr TAM Hoi-pong introduced the paper.

51. Engr/TW 2 of the TD responded that the TD had not received any applications for road closure to organise major events on the Tsing Ma Bridge in 2018/19 for the time being. When the Hong Kong Cyclothon was held on 14 October 2018, only the Kowloon-bound lanes on the upper deck of the Tsing Ma Bridge were enclosed by the TD. The residents' coaches of Ma Wan were required to make a detour but the vehicular access to and from Ma Wan were not completely enclosed.

(Note: Mr TSANG Tai joined the meeting at 4:50 p.m.)

52. Assistant Manager (Bus Operations) of the PITCL responded that the PITCL had disseminated the information about the diversion at all bus stops in Ma Wan and on the website of the PITCL since 2 October 2018, and had informed the building attendants of the management offices of all blocks in Park Island to put up the notices beside the lifts in each lobby to remind the residents to allow themselves more time to commute. The TD had re-opened the upper deck of the Tsing Ma Bridge at 7:45 a.m. on 14 October 2018, but the journey time of the residents' coaches of Ma Wan was increased by around 15 minutes compared to the ordinary days due to the aforesaid event. The PITCL had also arranged the supervisors to make diversion and deploy buses at the en route bus stops, so that the passengers could get on board at the earliest possible. The PITCL did not receive any complaints about it.

53. General Manager of the PITCL responded that regarding the ferry arrangement in Ma Wan, there were only 90 passengers on the ferry departed from Ma Wan at 10:15 a.m. on 14 October 2018. There was no demand for an increase in the service frequency of the ferry because the utilisation rate was lower than 50%.

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

- (1) he enquired whether the TD received any reports on the traffic flow data on the Tsing Ma Bridge during the event from the organiser when an event was held on the Tsing Ma Bridge (the Vice Chairman); and
- (2) he had received three comments regarding the road closure. He enquired whether the TD processed the applications for bridge closure and traffic diversion arrangement under the criteria for processing, and how long in advance an organisation was required to submit an application for holding a major event and implementing road closure on the Tsing Ma Bridge. He was astonished to learn that the TD still had not received any application for holding activities on the bridge for the coming year (Mr TAM Hoi-pong).

55. Engr/TW 2 of the TD responded that the TD did not receive any applications for holding major events and implementing road closure on the Tsing Ma Bridge in 2018/19 for the time being. The TD would consider the applications according to the actual circumstances, with a view to ensuring that the proposed arrangements would not bring much traffic impact to the respective districts. When the Hong Kong Cyclothon was held on 14 October 2018, the public transport services in Ma Wan was still maintained. The TD would require the applicants to conduct the consultation at district level properly in advance and minimise the coverage and duration of road closure, with a view to reducing the impact on the residents.

XI Item 6: Request to Fully Enhance the Ancillary Facilities of the Bus Stop at Tsuen King Circuit Flyover (Castle Peak Road near Kam Fung Garden)

(T&TC Paper No. 48/18-19)

56. The Chairman said that Mr TSANG Tai submitted the paper.

57. Mr TSANG Tai introduced the paper.

58. Assistant Manager (Operations) of the KMB responded that as the KMB had painted the yellow lines for forming queues at the en route bus stop under the Tsuen King Circuit Flyover, the partition railings would not be installed at the en route bus stops painted with yellow lines in order to avoid causing obstruction to the disabled persons who used wheelchair to get on or alight from buses. The KMB would study whether the yellow lines for forming queues could be optimised. Besides, the KMB proposed to relocate an en route bus stop of bus route no. 234X to the bus stop under the footbridge at Tsuen Tak Gardens and expand the bus bay to accommodate the new en route bus stop. As the bus stop was already sheltered underneath the Tsuen King Circuit Flyover, it was difficult to install a roof cover at the bus stop for provision of additional seats and the real-time bus arrival information display panels (the “display panels”). The KMB would review whether the en route bus stop was included in the Government’s initiative on subsidising the installation of seats and display panels at covered bus stops by franchised bus companies. The KMB also proposed that the TD should widen the bus bay at the Tsuen King Circuit Flyover, relocate the en route bus stop of bus route no. 234X and align the bus routes for boarding/alighting of passengers.

59. Engr/TW 1 of the TD responded that the TD would study the proposal on widening the bus stop concerned.

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

- (1) she hoped that the TD would consolidate the bus stops in the area under Tsuen King Circuit Flyover and install the display panels at the bus stops if required, so that the residents in Summit Terrace, Joyful Building, Sheeny Terrace, Allway Gardens and the industrial area nearby as well as the passengers travelling to Tsuen Wan Adventist Hospital could grasp the information of more than 30 bus routes for travelling to different destinations (Ms LAM Yuen-pun, Phyllis);
- (2) she reflected that it was relatively dark under the Tsuen King Circuit Flyover and hoped that additional street lights would be provided. She also hoped that the roof covers would be provided for certain en route bus stops of bus routes heading to Discovery Park (Ms LAM Yuen-pun, Phyllis);
- (3) he supported the installation of display panels to facilitate the commute of the general public. However, he opined that most of the en route bus stops of the bus routes heading to Discovery Park were already provided with roof covers. The impact brought to the trees nearby should be taken into consideration if the roof covers were provided for the remaining en route bus stops. He would support the provision of roof covers at the remaining en route bus stops if the growth of trees was not affected (Mr LI Hung-por);
- (4) it was difficult to install the roof covers for certain en route bus stops along the narrow roads of the bus routes heading to Discovery Park. He therefore relayed the residents’ aspirations for provision of roof covers at those bus stops for active consideration by the TD, and the display panels

should be provided at the bus stop at Tsuen King Circuit Flyover in order to facilitate the commute of the passengers (Mr TSANG Tai); and

- (5) she thought that the proposal was not controversial and she suggested that the T&TC should discuss the division of work among the departments to follow up various items of work for addressing the problems concerned (Ms LAM, Lam Nixie).

(Note: Mr LI Hung-por left the meeting at 5:13 p.m.)

61. Assistant Manager (Operations) of the KMB responded that the KMB would review whether the en route bus stops concerned were incorporated into the Government's initiative on subsidising franchised bus companies to install seats and display panels at covered bus stops. If the bus stops at Tsuen King Circuit Flyover were not included in the above initiative, the KMB would consider the proposal at a later stage.

62. Engr/TW 1 of the TD responded that the TD would study the proposal on widening of the bus stop concerned and the KMB would follow up on other proposals.

63. The Chairman said that the KMB undertook to follow up on most of the proposals and the TD undertook to study the proposal on widening of the bus bay. He suggested that the representatives of the TD and KMB should conduct a site inspection with Members after the meeting, with a view to planning for the arrangements of the directional signs and road markings as well as examining whether the display panels would be installed at the en route bus stops concerned.

XII Item 11: Minor Traffic Improvement Projects Completed in the Past Two Months, in Progress and Planned to Commence by the Highways Department (Tsuen Wan District) and Timetables (as at 19 October 2018)
(T&TC Paper No. 53/18-19)

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

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

- (1) he enquired about the reasons for the continuous delays in implementing the road marking improvement in Hoi Pa Street near Tai Ho Road under Project No. NE/17/00799-7. In view of the potential road safety problem, he hoped that the HyD would consider implementing the project in phases (Mr KOT Siu-yuen);
- (2) she enquired about the progress of the traffic improvement works for alleviating of traffic congestion at Tsuen Kam Interchange under Project No. NE/18/01629-45 and the reasons for the delay of the road widening works at the junction of Tsuen King Circuit and On Yin Street under Project No. NE/16/02127-55 (Ms LAM Yuen-pun, Phyllis); and

- (3) he enquired whether the commencement date of widening of carriageway at Castle Peak Road Sham Tseng Section near Rhine Garden under Project No. NE/17/00461-77 could be advanced (Mr CHENG Chit-pun).

66. Sr Dist Engr/G(3) of the HyD said that the road marking improvement works on Hoi Pa Street near Tai Ho Road under Project No. NE/17/00799-7 included painting the double yellow lines on both sides of Hoi Pa Street. As a dry weather flow interceptor was under construction at the said location by the DSD, the road marking works would be carried out upon completion of the above construction works. It was expected that the road marking works would be completed in the fourth quarter of 2019. Regarding Members' concern over the road safety problem, the HyD and TD would explore the feasibility of carrying out part of the works. Regarding the traffic improvement works for alleviating the traffic problems at Tsuen Kam Interchange under Project No. NE/18/01629-45, as the proposed temporary traffic arrangements for the construction in daytime were not approved, the contractor was making application to the Environmental Protection Department for a Construction Noise Permit in order to carry out the works at night. It was expected that it would take a few months to complete the works. Regarding the widening of the carriageway at the junction of Tsuen King Circuit and On Yin Street under Project No. NE/16/02127-55, as the TD and the Road Management Office of the HKPF had given views on the proposed temporary traffic arrangements, the HyD would follow up with the TD and the HKPF, with a view to expediting the commencement of works. Regarding the widening of carriageway at Castle Peak Road Sham Tseng Section near Rhine Garden under Project No. NE/17/00461-77, the application for tree transplantation was approved by the Lands D and the HyD would commission its Landscape Division to follow up on the transplanting of the three trees. The HyD would also study the feasibility of installing smaller traffic signs together with the TD in order to minimise the impact on the extension works of the passing bay as far as possible.

67. The Chairman stated that he would conduct a site inspection for the road improvement works and road marking improvement works in Hoi Pa Street near Tai Ho Road under Project No. NE/17/00799-7 together with the representatives of the government departments and Members after the meeting.

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

(A) Working Group on Tsuen Wan Footbridge Network

68. Mr KOO Yeung-pong reported that according to the information provided by the HyD in late October 2018, the project consultancy contract of Footbridge B (Public Works Programme (PWP) Item No. 145TB) had come into effect on 16 August 2018. The consultant company was currently collecting various information for the relevant study and design. After the design proposal was devised, the HyD would seek views from the stakeholders and the TWDC. Regarding the project of Footbridge C (PWP Item No. 145TB) and a new project of Footbridge E (PWP Item No. 196TB), the TD and HyD had planned to implement these two pedestrian footbridge projects together.

To arrange for project initiation of Footbridge E, the HyD had held a meeting with the representatives of the owners of City Point on 17 April 2018 for preliminary consultation and gained support from the residents of City Point and the district councillor of the constituency area concerned for the implementation of the project of Footbridge E. Following the formal project initiation of the Footbridge E project in September 2018, the HyD was currently formulating a plan for implementation of the two projects of Footbridges C and E together including the examination of the public opinions and technical data obtained over the years, liaison with the government departments concerned for collection of the latest information about the two pedestrian footbridge projects, as well as exploration of the various feasible proposals of alignment. The engineering contract for the main body of the Footbridge D project (PWP Item No. 164TB) had come into effect on 23 May 2017. The relocation of the relevant underground public utilities (including the gas pipes, water mains and cables), ground investigation and transplanting of trees had been completed. The foundation pile works of the footbridge and compensatory planting of trees had been completed by the contractor engaged by the HyD in August 2018, and the construction of foundation pile cap had also commenced. The HyD would continue to follow up the details of footbridge connection with the property management agencies of Tsuen Wan Plaza and Skyline Plaza. The works progress of the main body of the footbridge was satisfactory and the HyD would endeavour to complete the footbridge project by the end of 2019. Regarding the escalator works of the pedestrian footbridge of Tai Wo Hau MTR Station, the HyD was still preparing for the relevant design of the foundation, structure, lighting, landscaping, drainage, mechanical and electrical works, etc. This project was gazetted on 21 September 2018. The Working Group would hold a meeting to follow up on the works progress as soon as possible.

(B) Task Force on Public Transport Network

69. Mr CHOW Ping-tim reported that the Task Force had held its 21st meeting on 26 September 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:

The HyD planned to construct motorcycle parking spaces at the vacant land beneath the Tsuen Wan Road Flyover off Wharf Cable TV Tower. The application of temporary site allocation had been approved by the Lands D. It was expected that it took two months for completion of works.

- (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:

After discussion, the Task Force agreed that the TD and Lands D continued to handle and study the feasibility and follow-up arrangements of the two proposals.

- (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 it was expected that the widening of the left-turn lane in Luen Yan Street near Bo Shek Mansion for access to Sha Tsui Road would commence after the Chinese New Year in 2019. It was expected that it took two months for completion of works.

- (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 reported that the follow-up survey on the service of the green minibus (GMB) route no. 310M was conducted at Riviera Plaza between 4:00 p.m. and 6:00 p.m. on 19 September 2018. It was found that the overall service of the GMB route was satisfactory in general. The KMB reported on the findings of the patronage survey conducted at the bus stop at Waterside Plaza between 7:30 a.m. and 8:30 a.m. on 27 August 2018 and the data on patronage during the same period last year.

- (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 would continue to study the proposal on traffic improvement for the location concerned.

- (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 made application of a temporary site at Sham Shui Kok to the District Lands Office, Islands, and the District Lands Office, Islands was currently seeking advice on the application from the departments concerned. The HyD would carry out the relocation works as soon as possible after the application was approved.

- (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 expected that the construction works of the loading/unloading bay in Wang Lung Street would commence in mid-October 2018. It was expected that it took about two months for completion of works.

- (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 sent a letter to the MTRCL requesting for its written reply on the captioned item and sending its representatives to attend the meeting of the Task Force after the meeting; and

- (9) Request the Transport Department, property developer of lot 393 and government departments concerned 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 the total construction time of these two projects and bring convenience on transportation to the residents of Tsuen Wan District as soon as possible:

The HyD and TD discussed the co-ordination proposal with the representatives of the developer of lot 393 at the works site at the junction of Yeung UK Road and Ma Tau Pa Road in late August 2018.

The Task Force would hold the 22nd meeting on 7 November 2018.

(C) Working Group on Road Safety Education and Promotion

70. The Vice Chairman reported that the Working Group had successfully held the “Tsuen Wan District Road Safety Talk for the Elderly”, “Tsuen Wan District Road Safety Day-cum-Exemplary Pedestrians Recognition Day” as well as the “Slogan cum Colouring Competitions for Primary School and Kindergarten Students”. The Working Group would hold the “Tsuen Wan District Road Safety Carnival” on 11 November 2018. Members were invited to eagerly support and participate in the above activities.

XIV Item 13: Any Other Business

71. Mr TAM Hoi-pong reported that many traffic lights and road signs were damaged due to the typhoon and hoped that the HyD would step up inspections and carry out the repairs as soon as possible.

72. The Chairman requested the HyD to note the Member’s views.

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

- (1) Financial Statement of Traffic and Transport Committee as at 19 October 2018
(T&TC Paper No. 54/18-19).

74. The Chairman reminded Members that the next meeting was scheduled on 7 January 2019 (Monday) and the deadline for submission of paper was 18 December 2018.

XV Adjournment of Meeting

75. There being no other business, the meeting was adjourned at 5:34 p.m.

Tsuen Wan District Council Secretariat
December 2018