

(Translation)

Minutes of the 19th Meeting of Traffic and Transport Committee (5/18-19)

Date: 7 January 2019

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)
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
The Hon CHAN Han-pan, Ben, BBS, JP
Mr CHAN Chun-chung, Jones
Mr CHAN Sung-ip, MH
Mr CHAN Yuen-sum, Sumly
Mr WONG Wai-kit, MH
Mr KOT Siu-yuen
Mr CHOW Ping-tim
Mr CHENG Chit-pun
Mr TAM Hoi-pong

Co-opted Members

Mr WONG Fah-man
Mr NG Chun-yu
Mr NG Tsan-ming
Mr LAM Hin-fai
Mr YICK Shing-chung, Angus
Mr MA Ting-hei
Mr TSANG Tai

Government Representatives

Mr LUI Sui-hung, Eddie	Officer-in-Charge, District Traffic Team (Tsuen Wan), Hong Kong Police Force
Mr LAU Wing-hang, Will	Senior Transport Officer/Tsuen Wan, Transport Department
Mr YUEN Ting-fung, Jacky	Engineer/Tsuen Wan 1, Transport Department
Mr CHEUNG Kim-hung, Michael	Engineer/Tsuen Wan 2, Transport Department
Mr CHONG Kwok-wai	Senior District Engineer/General(3), Highways Department
Mr CHAN Siu-wan, Wallace	Town Planner/Tsuen Wan 1, Planning Department
Mr LI Pui-sang	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

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 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	Director (Engineering Division), Mannings (Asia) Consultants Limited

For discussion of item 4

Mr CHEUNG Sau-cheong, Andrew	Senior Environmental Protection Officer (Assessment & Noise) ¹ , Environmental Protection Department
Mr WU Chun-tung	Senior Inspector of Police (Headquarters) (Enforcement and Control Division) (Traffic New Territories South), Hong Kong Police Force

For discussion of items 5 & 6

Mr WU Chun-tung	Senior Inspector of Police (Headquarters) (Enforcement and Control Division) (Traffic New Territories South), Hong Kong Police Force
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For discussion of item 7

Ms CHAN Ho-yan, Louisa	District Operations Officer (Tsuen Wan), Hong Kong Police Force
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Absent:

Members

Mr MAN Yu-ming, MH
Mr LAM Faat-kang, MH

Co-opted Members

Mr FONG Yun-fat
Ms FAN Regine Hui-yu
Mr FUNG Cheuk-sum

The Meeting

I Opening Remarks and Introduction

The Chairman welcomed the Members, Co-opted Members and representatives from the Government and corporations to the 19th meeting of the Traffic and Transport Committee (T&TC). Besides, for Members' information, Mr LAM Faat-kang and Mr FUNG Cheuk-sum were absent with apologies.

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

II Item 1: Confirmation of Minutes of the Meeting held on 5.11.2018

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

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

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

IV Item 3: Proposal on Provision of a Lift for the Footbridge across Mei Wan Street connecting Tsuen King Circuit Sports Centre and Discovery Park (Structure No.: TW03) under the "Universal Accessibility Programme"
(T&TC Paper No. 55/18-19)

5. The Chairman said that the Highways Department (HyD) submitted the paper and introduced the representatives of the HyD who would brief Members on the captioned 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, Director (Engineering Division) of the Mannings (Asia) Consultants Limited.

6. Sr Engr 2/Universal Accessibility of the HyD and the representatives of the Mannings (Asia) Consultants Limited introduced the proposal of the preliminary design on the provision of a lift for the footbridge across Mei Wan Street connecting Tsuen King Circuit Sports Centre and Discovery Park (Structure No.: TW03).

7. The views and enquiries of Members were summarised as follows:
 - (1) he appreciated the Members and government department for pro-actively following up the proposal on the footbridge across Mei Wan Street connecting Tsuen King Circuit Sports Centre and Discovery Park. He hoped that the works would commence in late 2019 if all went well. He also enquired about the timetable of the completion of works (the Hon TIEN Puk-sun, Michael); and
 - (2) he supported the proposal as it would bring convenience to residents after the completion of works (Mr LI Hung-por).

8. Sr Engr 2/Universal Accessibility of the HyD responded that as the site was spacious enough, it was believed that the construction work was not very complicated. The actual timetable of the construction work might vary subject to the progress of the preliminary surveying works and gazettal. It was anticipated that the construction work would be completed within three to four years upon commencement if the progress was smooth. The HyD would strive to commence the tendering exercise as soon as possible in order to complete the construction work.

9. The views and enquiries of Members were summarised as follows:
 - (1) he understood that it took time to carry out the consultation, but he was not satisfied with the HyD that it would still take three years to complete the construction work after all political and financial impediments were removed. He hoped that the Government would review the progress of the construction works and strive to complete the construction work within two years (the Hon TIEN Puk-sun, Michael); and
 - (2) he supported the project (Mr TSANG Tai).

10. The Chairman said that Members supported the project, and that the department noted the Members' views on the timetable of the construction work. He hoped that the construction work would commence as soon as possible.

V Item 4: Request for Stringent Law Enforcement on and Enhancement of Regulatory Regime of Modified Vehicles
(T&TC Paper No. 56/18-19)

11. The Chairman said that Mr NG Hin-lung, Norris submitted the paper and introduced Mr WU Chun-tung, Senior Inspector of Police (Headquarter) (Enforcement and Control Division) (Traffic New Territories South) (SIP (HQs) (Enforcement & Control Div) (Traffic NTS)) of the Hong Kong Police Force (HKPF) and Mr CHEUNG Sau-cheong, Andrew, Senior Environmental Protection Officer (Assessment & Noise)¹ (Sr Env Protection Offr (Assessment & Noise)¹) of the Environmental Protection Department (EPD). The Secretariat had received the written reply from the Transport Department (TD) prior to the meeting and had distributed it for Members' perusal.

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

13. Sr Env Protection Offr (Assessment & Noise)¹ of the EPD responded that vehicles should be compliant with the noise emission standard as stipulated in the Noise Control (Motor Vehicles) Regulation (Chapter 400I) before its first registration in Hong Kong. The loud-noise vehicles only accounted for a small portion of the total number of vehicles as the noise was produced generally due to the improper or illegal use of vehicles by the drivers such as speeding, unreasonable use of accelerator, unnecessary use of low gear whilst driving and illegal modification of vehicles. The noise level of the vehicles should remain stable after the vehicles were put into operation for a period of time if they were under proper maintenance and repair constantly. Thus, there was no correlation between the noise problem of the loud-noise vehicles and the stringency of the said regulation.

14. SIP (HQs) (Enforcement & Control Div) (Traffic NTS) of the HKPF responded that the HKPF had issued 320 vehicle examination reports and impounded 324 vehicles for examination in Tsuen Wan last year; while the Traffic NTS Region had issued 1 950 vehicle examination reports and impounded 858 vehicles for examination last year. The Police had been committed to carrying out the law enforcement work, and would consider conducting the joint operations in Tsuen Wan district. Due to the lack of appropriate inspection equipment, the Police was unable to examine whether the noise level of the vehicles exceeded the prescribed standards. It was hoped that the TD would review the licensing regime so as to regulate the noise produced by modified vehicles. On the other hand, the fact that the penalty was not specified in the Noise Control (Motor Vehicles) Regulation (Chapter 400I) also undermined the binding effect of the regulation. He suggested that the Commissioner for Transport (Comr for Transp) should formulate the regulation on vehicle noise with the power conferred by the Road Traffic Ordinance (Chapter 374), with a view to enhancing the deterrent effect.

(Note: The Hon CHAN Han-pan, Ben and Mr WONG Wai-kit joined the meeting at 2:56 p.m.; Ms LAM, Lam Nixie joined the meeting at 3:10 p.m.)

15. The views and enquiries of Members were summarised as follows:
- (1) as three government departments were involved in dealing with the problem and the collaboration among the departments took time, he suggested that the TD should propose the legislative amendment to confer the Police the authority to carry out the immediate spot checks for the suspicious vehicles of modification for examination and immediate issuance of Fixed Penalty Tickets (FPTs) so as to plug the loophole of avoidance of prosecution by the drivers of the illegally modified vehicles who made rectification before the examination. He also enquired whether the Police was readily to step up prosecution in order to tie in with the new ordinance after the legislative amendment was made (the Hon TIEN Puk-sun, Michael);
 - (2) he proposed that the Interval-based Speed Enforcement Camera (ISEC) should be installed in order to achieve the deterrent effect on the noise problem caused by speeding (the Hon TIEN Puk-sun, Michael);

- (3) there was a serious problem of the emission of excessive noise from the vehicles and illegal road racing at the road section without traffic light in the vicinity of Tsuen Wan Road Flyover, Castle Peak Road, Texaco Road Flyover and Tsuen Wan rural areas. Many complaints against the noise were received because the residential areas nearby were affected. He enquired about the number of the vehicle examination reports based on the noise emission of the vehicles as required by the Police among the 320 vehicle examination reports issued by the Police (Mr NG Chun-yu);
- (4) if the Police failed to make the determination due to the lack of the knowledge as to whether the vehicle had emitted excessive noise, he suggested that the Police should conduct the joint operations together with the officers of the EPD and Electrical and Mechanical Services Department (EMSD) during late night at Castle Peak Road and Texaco Road for detection of the nuisance brought by the loud-noise vehicles to the residential areas and enhancement of the ability to identify the modified vehicles on the spot. The deterrent effect could also be enhanced by impounding the vehicles on the spot for examination (Mr NG Chun-yu);
- (5) given that Hong Kong was densely populated and some highways were near the residential areas without the protection of noise barriers, the noise nuisance was brought to the residents by some supercars which were not modified. He suggested that the EPD and TD should consider tightening the regulatory regime of the annual examination of vehicles and restricting the import of full-noise high-performance supercars (Mr CHENG Chit-pun);
- (6) the residents relayed that the problem of illegal road racing was not improved, and it was getting worse. He hoped that the Police would carry out the targeted enforcement actions including combating against the behaviours such as illegal road racing, speeding and modification of vehicles, as well as enhancing the law enforcement against the behaviours of producing noise nuisance from vehicles to the residents (Mr CHENG Chit-pun);
- (7) he had followed up on the problem of excessive noise emission from vehicles through the government hotline 1823, but no department undertook the follow-up actions. As the legislative amendment took time, he enquired whether the departments would conduct the joint operations during weekends and holidays to step up law enforcement (the Hon CHAN Han-pan, Ben);
- (8) it was regarded as an undesirable truth about the members of the public who lived in the residential properties built by the developers beside the highways that brought about the vehicle noise nuisance upon approval from government departments, and finally resorted to calling for assistance from the Police (Ms LAM, Lam Nixie);
- (9) she thought that there was a loophole in the vehicle examination system in Hong Kong viz. the drivers could pay and rectify the modified parts of the vehicles for getting a pass in the examination. In the meantime, the monitoring authority failed to enforce the law actively, thereby aggravating

the already serious problem. She believed that the Police was responsible for monitoring the problem of modifications of vehicle. However, the existing problem could only be improved through various departments which handled the vehicle noise problem and vehicle examination in a serious manner, thereby retaining the binding effect of the legislation (Ms LAM, Lam Nixie); and

- (10) he enquired whether the departments had conducted the joint operations (the Chairman).

16. SIP (HQs) (Enforcement & Control Div) (Traffic NTS) of the HKPF responded that the Police had the relevant knowledge but did not have the appropriate inspection equipment for examining the noise level of the vehicles which exceeded the prescribed limit set out in the Noise Control (Motor Vehicles) Regulation (Chapter 400I), if any. The HKPF carried out the law enforcement work readily in accordance with the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Chapter 374A). The Traffic NTS had all along been making effort to issue the vehicle examination reports to the vehicles which were suspected of being illegally modified or were unsuitably used on the roads and impound the vehicles for examination. The law enforcement action did not target at the vehicles involved in speeding or illegal road racing only. The Police was unable to provide the data of the joint operations at the moment; however, the Police would carry out the monthly joint operations with the TD in Kwai Chung district, and vehicles were impounded on the spot for examination.

17. Sr Env Protection Offr (Assessment & Noise)¹ of the EPD responded that the HKPF and TD conducted regular joint operations against illegally modified vehicles and illegal road racing activities. The EPD provided the professional assistance regarding noise in the joint operations led by the two departments if necessary. Regarding the noise emission standard applied in the first registration of vehicles, the EPD drew reference from the standards employed in European Union (EU) and Japan, which were formulated in accordance with the protocols of the United Nations that simulated the regulation on the noise emitted by the vehicles running on streets in a city under general driving condition to alleviate the impact of traffic noise to the public. However, the regulation did not aim to regulate extreme situations. A significant amount of noise problem was caused by the undesirable driving attitude of drivers and the improper use of vehicles.

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

- (1) he enquired whether it was an offence of a driver who drove improperly to produce noise between two traffic lights, and whether the departments concerned would take law enforcement actions if members of the public reported to them accordingly (Mr TAM Hoi-pong);
- (2) he agreed that the Police had all along been taking law enforcement actions, and suggested that the number of law enforcement actions should be increased. In addition, some of the vehicles of better performance running in the vicinity of Kwok Shui Road, Texaco Road and Kwai Chung Road

had produced noise automatically even though they had never been modified because they could only be propelled through starting the engine with power. He enquired the department how to distinguish whether the vehicles emitting noise were the modified vehicles or not (the Vice Chairman);

- (3) he commended the Police for carrying out the joint operations in Kwai Chung, and hoped that the Police would consider Members' views on carrying out the joint operations in Tsuen Wan through collaboration among the HKPF, EPD and TD (Mr NG Hin-lung, Norris);
- (4) he enquired whether the noise emission standards of EU and Japan were applicable for Hong Kong because the residential areas beside the highways in Hong Kong were usually densely populated. He thus proposed to make amendment according to the actual situation in Hong Kong, and reduce the number of vehicles which emitted excessive noise without modification on the road in Hong Kong (Mr NG Hin-lung, Norris);
- (5) he enquired whether the EMSD would conduct the examination accordingly if the vehicle noise exceeded the prescribed standard in the legislation due to the replacement of exhaust pipes of the vehicles by the drivers (Mr NG Chun-yu);
- (6) he enquired whether the examination of the noise level of vehicles against the noise emission limit was undertaken by the Environmental Protection Inspectors of the EPD, and requested the EPD to report the information on law enforcement and prosecutions against the vehicles which emitted excessive noise (Mr NG Chun-yu); and
- (7) the joint operations addressed the symptoms but not the root. The fundamental solution laid in the adoption of legislative amendment by the TD and then the HKPF stepped up law enforcement with the power conferred. Some vehicles which were not illegally modified and compliant with the noise emission standards of EU and Japan still emitted noise because the drivers lowered the gear of the vehicles. He enquired whether the EPD could reject the import of the vehicles (the Hon TIEN Puk-sun, Michael).

(Note: Ms LAM Yuen-pun, Phyllis joined the meeting at 3:35 p.m.)

19. SIP (HQs) (Enforcement & Control Div) (Traffic NTS) of the HKPF responded that no penalty was specified in the Noise Control (Motor Vehicles) Regulation (Chapter 400I), thereby undermining the binding effect of the regulation. He suggested that the Comr for Transp should formulate legislation on vehicle noise with the power conferred by the Road Traffic Ordinance (Chapter 374) to enhance the deterrent effect. The Police would carry out law enforcement according to the actual road conditions under the premise of ensuring road safety. Due to the lack of appropriate inspection equipment, the Police was unable to examine whether the noise level of the vehicles exceeded the prescribed standards. As stipulated in the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Chapter 374A), vehicle owners were required to install silencers for vehicles. The Police would

issue the vehicle examination reports to the offenders or the vehicles which were unsuitably used on the roads and impound the vehicles for examination. Regarding the joint operations in Tsuen Wan, Kwai Chung was selected by the Police just because it was a suitable location and no nuisance was brought to the residents. The Police might consider carrying out the joint operations in Tsuen Wan. In addition, the vehicle examiners were required to complete the examination within 72 hours after the vehicles were delivered to the Vehicle Examination Centres and report the examination result to the Police.

20. Sr Env Protection Offr (Assessment & Noise)¹ of the EPD responded that despite the fact that no penalty was specified in the Noise Control (Motor Vehicles) Regulation (Chapter 400I), all vehicles were required to meet the relevant noise emission standards for the vehicle first registration and running on roads in Hong Kong. Also, coupled with the fact that local vehicle manufacturing depots and automotive industry were not developed in Hong Kong as well as the globalisation trend prevailed, the noise emission standards of the UN were adopted by Hong Kong and many other regions. The correlation of the more annoying noise produced by the drivers who drove improperly with the aforesaid noise emission standards was insignificant.

21. The Chairman summarised that the international noise emission standards were adopted in Hong Kong which was an international metropolis. He hoped that the Police, TD and EPD would note Members' views, step up law enforcement action and consider carrying out joint operations on a trial basis in Tsuen Wan.

VI Item 5: Study on Regulatory Control of Drivers Engaged in Mobile Video Viewing whilst Driving
(T&TC Paper No. 57/18-19)

22. The Chairman said that Mr TAM Hoi-pong submitted the paper.

23. Mr TAM Hoi-pong introduced the paper.

24. Senior Transport Officer/Tsuen Wan (STO/TW) of the TD responded that the TD had tasked the red minibus association to urge the drivers to concentrate whilst driving and to avoid getting distracted by the use of mobile phones whilst driving. The TD and the Road Safety Council would also organise the publicity activities of attentive driving.

25. SIP (HQs) (Enforcement & Control Div) (Traffic NTS) of the HKPF responded that currently the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Chapter 374A) only stipulated that any person who installed or caused to be installed at any point forward of the driver's seat a visual display unit would be issued a vehicle examination report by the Police. If the driver used mobile phones while the vehicle was in motion, the Police would issue a Fixed Penalty Notice (FPN) in accordance with Section 18A of the Fixed Penalty (Criminal Proceedings) Ordinance. Last year, 5 404 FPTs were issued in Tsuen Wan and Kwai Tsing, among

which 102 of them were issued to the professional drivers. However, it was not an offence if the driver fixed the mobile phone on the vehicle and did not use it or used the mobile phone when the vehicle was not in motion.

26. The views and enquiries of Members were summarised as follows:
- (1) it was heard that if a driver had twisted his head to use the mobile phone whilst driving, the members of the public could take a footage for the Police to institute prosecution. He enquired whether the hearsay was true (the Hon TIEN Puk-sun, Michael);
 - (2) he enquired whether the Police would accept the approach that prosecution was instituted by the law enforcement agencies based on the footage taken by the members of the public including the driver who used the mobile phone whilst driving and the number plate of the vehicle (the Hon TIEN Puk-sun, Michael);
 - (3) he opined that careless driving jeopardising the safety of passengers was an unacceptable behaviour, and hoped that the HKPF would keep in view the situations. The traffic police officers should enquire into the details with the drivers who complied with or offended against the law if they had reasonable doubt in order to prevent drivers from getting distracted by the use of mobile phones whilst driving whereas members of the public could report to the TD and the Police for prevention of accidents (Mr CHAN Chun-chung, Jones);
 - (4) he enquired whether it was stipulated in the existing legislation that drivers could not put more than three mobile phones at any point forward of the driver's seat. He also enquired whether a legal loophole was exposed if the Police could not institute prosecution against drivers who put a tablet to play videos at a point forward of the driver's seat (the Chairman);
 - (5) he enquired whether the TD was responsible for the review and amendment of the legislation on road safety (the Chairman);
 - (6) he suggested that the departments concerned should be requested in writing to conduct a review on the regulation of video-playing on mobile phones by the drivers whilst driving to facilitate the law enforcement actions taken by the Police (the Vice Chairman);
 - (7) he thought that even though the passengers had taken the footages of the drivers who had watched videos whilst driving, it was still difficult to prove that the driver was distracted to watch videos or had twisted his head. Thus, he agreed that the T&TC should request the departments concerned in writing to conduct a review on the legislation, with a view to regulating the behaviour of drivers who watched videos whilst driving for prevention of accidents (Mr TAM Hoi-pong); and
 - (8) he enquired the TD about the reasons for its failure to send the subject officer to attend the meeting for giving response to the enquiries (Mr TAM Hoi-pong).
27. SIP (HQs) (Enforcement & Control Div) (Traffic NTS) of the HKPF responded that the Police would decide to take law enforcement actions based on the actual

situations. The Police would institute prosecution if it was proved by the footage or witness statement that the driver had committed an offence of careless driving. However, the Police would not institute prosecution if the driver used the mobile phone to play videos only without watching them and he was not affected whilst driving. As far as he knew, it was not stipulated in the existing legislation that drivers were prohibited from putting more than three mobile phones at any point forward of the driver's seat. The Police would take law enforcement actions in accordance with the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Chapter 374A). Where driving in safety was jeopardised by the driver who played videos on mobile phones, the HKPF would consider instituting prosecution in accordance with the provisions on careless or dangerous driving. The public might report to the Police if they found that the drivers were watching the footages on mobile phones whilst driving, committed traffic offences or behaved in a way which affected the traffic or road safety. The Police would consider instituting prosecution in accordance with the provisions on careless or dangerous driving in regard to the actual situations and substantive evidence.

28. STO/TW of the TD responded that regarding the road traffic-related ordinances, the staff of studying safety standards of the TD were dedicated to the follow-up work of the legislative amendment to the road safety.

29. The Chairman summarised that the public could provide the footages of careless driving of the drivers to the Police which were served as the evidence. After the meeting, the T&TC would request the TD in writing to keep abreast with the times through reviewing and amending the existing legislation for regulation of the behaviours of drivers who watched videos on mobile phones whilst driving so as to ensure the road safety. With regard to the TD's failure to assign its staff to attend the meeting, he opined that the Members' views could be conveyed to the Comr for Transp more directly in writing as there were various units under the TD for following up the captioned matter.

VII Item 6: Request for Introduction of Interval-based Speed Enforcement Cameras in Tsuen Wan District
(T&TC Paper No. 58/18-19)

30. The Chairman said that Mr CHENG Chit-pun and Mr MA Ting-hei submitted the paper.

31. Mr CHENG Chit-pun and Mr MA Ting-hei introduced the paper.

32. Engineer/Tsuen Wan 1 (Engr/TW 1) of the TD responded that he would convey Members' views to the Traffic Control Division of the TD for follow-up. The Interval-based Speed Enforcement Camera (the "ISEC") was one of the speed detection techniques which had never been tested or used in Hong Kong. Apart from the ISEC, there were various types of speed enforcement cameras in the market. The TD adopted an open attitude towards all kinds of speed detection techniques, and would liaise with the HKPF to conduct timely review and test on the applicability of

the techniques in Hong Kong according to the actual situations and demands. Regarding the proposal on the installation of the ISEC at the entry of Tsuen Wan Road, the TD and HKPF would from time to time determine the quantity and location of fixed speed enforcement cameras to be installed based on the established principles and allocation of resources. Also, Tsuen Wan Road together with other proposed locations of installation of the ISEC would be taken into consideration.

33. SIP (Ops) (Enforcement & Control Div) (Traffic NTS) of the HKPF responded that the Police also found that noise was generated by some drivers who decelerated the vehicles all of a sudden before their vehicles ran past the fixed speed enforcement cameras and then accelerated their vehicles afterwards. Thus, he supported the proposal on the introduction of the ISEC, and hoped that the TD would take the proposal into consideration. Some vehicles which emitted excessive noise or were illegally modified still produced noise without speeding. It could be seen that the driving attitude of the drivers was a factor that affected the noise level of the vehicles.

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

- (1) he was disappointed at the TD which did not indicate interest in the Members' proposal whereas the Police would launch a trial run readily. If the Transport and Housing Bureau (THB) refused to purchase the equipment, it would be difficult for the Security Bureau to carry out law enforcement. He thought that as the Police did not object to the trial run, it was not necessary for the TD to conduct further study with the Police. He hoped that the representatives of the TD would convey the Members' views on the early implementation of the proposal to the Comr for Transp (the Hon TIEN Puk-sun, Michael);
- (2) she had been striving for the installation of speed enforcement cameras at the bend of Route Twisk for many years, but the installation work could not be carried out due to the road restrictions. In recent years, the problem of speeding at Route Twisk occurred frequently. She believed that the ISEC was an effective solution to the problem, and hoped that the priority would be accorded to the installation of ISECs at Route Twisk so as to achieve the deterrent effect (Ms LAM Yuen-pun, Phyllis);
- (3) he supported the proposal. Members had learnt about the ISECs during the Tsuen Wan District Council (TWDC) visit to Zhuhai. He opined that Hong Kong was still lagging behind in the effective use of technology to step up law enforcement. The adoption of new technology in law enforcement should be actively promoted to tie in with the smart city development. He welcomed the implementation of the proposal on a trial basis in Tsuen Wan by the government departments (Mr WONG Wai-kit);
- (4) he understood that the Police was in a dilemma over the difficulties in taking law enforcement actions as the legislation had failed to keep up with the times. In the Mainland, ISECs had already been installed for law enforcement much earlier. He hoped that the TD would apply the ISECs as soon as possible and introduce high-tech devices to combat speeding of vehicles and facilitate the law enforcement of the Police (Mr KOO

Yeung-pong); and

- (5) he enquired whether the TD had launched the similar pilot schemes in Tuen Mun, and requested the TD to provide the relevant data after the meeting for reference (the Chairman).

35. Engr/TW 1 of the TD responded that the **Traffic Control Division** of the TD was responsible for the follow-up matters of the installation of additional speed enforcement cameras. He noted Members' views on the provision of additional ISECs in Tsuen Wan, and would discuss with the subject officers for follow-up. He would also request the officers concerned to provide the relevant data for Members' reference.

36. The Chairman summarised that the Police and TD noted Members' views, and requested the TD to submit the timetable of the provision of speed enforcement camera at Tai Mo Shan for Members' reference after the meeting.

VIII Item 7: Request to Provide the Closed Circuit Television at the Lay-by of Mei Wan Street Combat Against Problems Including Vehicle Waiting and Illegal Parking

(T&TC Paper No. 59/18-19)

37. The Chairman said that the Hon TIEN Puk-sun, Michael submitted the paper.

38. The Hon TIEN Puk-sun, Michael introduced the paper.

39. Officer-in-Charge, District Traffic Team (Tsuen Wan) of the HKPF responded that the FPTs should be issued to the drivers who violated the regulations on the spot or should be clipped on the windshields of the vehicles when prosecutions were instituted against the illegal parking offences as detected by the Police. As for the other offences, the Police could use the video recording devices to record the acts and make referral to the dedicated team of the NTS Region for follow-up. The Police had adopted the mobile video recording system for regular law enforcement actions in Mei Wan Street since August 2018 and the review on the effectiveness of the pilot scheme would be conducted in January 2019.

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

- (1) he clarified that he requested for the installation of closed-circuit television (CCTV) which was unmanned and operated for 24 hours with high resolution for recording the information such as the number plates, date and time of the incidents about the vehicles which breached the law including picking up and dropping off passengers along double yellow lines and waiting at the yellow hatched markings to facilitate the institution of prosecution by the Police. He hoped that the TD would consider the request and launch a pilot scheme in Tsuen Wan (the Hon TIEN Puk-sun, Michael);
- (2) the paper which was about the law enforcement actions for driving offences did not aim for the discussion of the problem of illegal parking. Given

that the drivers picked up and dropped off passengers along the double yellow lines or waited for passengers at the yellow hatched markings, he requested the TD to install CCTV without making legislation amendment, so that the Police could carry out law enforcement based on the CCTV video clips (the Hon TIEN Puk-sun, Michael);

- (3) he suggested that the T&TC should, after the meeting, request the TD in writing for expressing respect for the TWDC and sending the representative to attend the meeting and give response to enquiries raised by the district councillors (the Hon TIEN Puk-sun, Michael);
- (4) the captioned item would be included in the matters arising from the minutes of the previous meeting for follow-up in the next T&TC meeting (the Chairman);
- (5) the captioned item was not solely a district affair in Tsuen Wan district. He hoped that the TD would assign a proper officer to attend the meeting to give response, and enquired the Chairman whether the items submitted by him could also be included in the matters arising from the previous meeting (Mr TAM Hoi-pong); and
- (6) he hoped that the items submitted by him could be handled impartially (Mr NG Hin-lung, Norris).

41. Engr/TW 1 of the TD responded that the Energizing Kowloon East Office of the Development Bureau implemented a trial test on Illegal Parking Monitoring System (IPMS) in November 2018, in which a consultancy was commissioned to develop a system which made use of the video analytics technology to detect illegal parking. It was anticipated that a field test would be conducted in the suitable road sections in Kowloon East in the first half of 2019. The objective of the Government was to apply new technologies to assist frontline officers in taking law enforcement against traffic contraventions and to enhance the efficiency of back-end support processes. Only after the relevant traffic regulations were amended by the Government could the law enforcement agencies make use of the video clips to institute prosecution against illegally parked vehicles. The TD noted Members' proposal on the provision of IPMS at the loading/unloading bay in Mei Wan Street near the Discovery Park. If the trial test on IPMS of the Energizing Kowloon East Office was successful, the TD and HKPF would pro-actively consider the feasibility of the trial run of the system at the proposed location to combat the illegal parking of vehicles. The Police had been requested to step up law enforcement against prolonged parking at the loading/unloading bay in Mei Wan Street and illegal parking at the road sections marked with double yellow lines. He would discuss Members' views with the department which was responsible for the installation of CCTV.

42. District Operations Officer (Tsuen Wan) of the HKPF responded that the THB was responsible for the coordination and installation of CCTV. In addition, as stipulated in the Fixed Penalty (Traffic Contraventions) Ordinance (Chapter 237), the issuance of the tickets to the persons who committed driving offences was not solely based on the CCTV video clips when illegal acts related to parking was detected for prosecution. If the installation of the high-resolution CCTV which operated 24

hours a day and the legislative amendment were readily undertaken by the THB, the Police would take law enforcement actions readily.

43. The Chairman said that despite the TD had submitted a written reply for the captioned item, it would be more appropriate for the TD to send representatives to attend the T&TC meeting to give response. The T&TC would, after the meeting, request the Comr for Transp in writing for expressing respect for the items raised by Members and sending the officers who were responsible for the subject matter to attend the meeting for making discussion and response in a positive manner. He would include the captioned item in the matters arising from the previous meeting for further discussion in the next meeting. As for other items, the TD had submitted written replies for them accordingly. He would make arrangements according to the progress of the follow-up work.

IX Item 8: Strongly Request for Provision of an Escalator with Roof Cover at On Yuk Road to Integrate the Community Resources and Stop Putting Members of the Public in the District to Inconvenience

(T&TC Paper No. 60/18-19)

44. The Chairman said that Ms LAM Yuen-pun, Phyllis submitted the paper.

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

46. Engr/TW 1 of the TD responded that a consultancy study on review and amendment of the assessment mechanism of the Hillside Escalator Links established in 2009 was conducted by the Hillside Escalator Links Section of the TD in October 2017. The TD would conduct screening, shortlisting and prioritisation of about 120 proposals on hillside escalator including Members' proposal according to the newly revised mechanism. The TD had reported the details of the revision on the assessment mechanism of Hillside Escalator Links to the Panel on Transport of the Legislative Council on 14 December 2018, and would continue to follow up on Members' views. It was anticipated that the consultancy study report would be completed in 2020 for striving resources for the selected proposals and implementation of the works in phases.

47. Mr KOT Siu-yuen supported the proposal. The lot served as the main passage connecting the Castle Peak Road and Tsuen King Circuit. If the escalator could be built, it would facilitate the residents to travel around. He hoped that the works could be implemented as soon as possible.

48. The Chairman hoped that the TD would complete the study report as soon as possible and that priority would be accorded to the captioned proposal under consideration in order to facilitate the elderly and students in the district to travel around.

X Item 9: Request for Enhancement of Bus Services from the Vicinity of Yeung Uk Road/Luen Yan Street to Kwun Tong District
(T&TC Paper No. 61/18-19)

49. The Chairman said that the Hon CHAN Han-pan, Ben and Mr NG Chun-yu submitted the paper.

50. Mr NG Chun-yu introduced the paper.

51. STO/TW of the TD responded that the TD had planned a bus route from Tsuen Wan West Station to Yau Tong via the vicinity of Luen Yan Street in the Bus Route Planning Programme (BRPP). It was believed that the demand from the residents in the district could be satisfied. The above route was a newly proposed bus route. The TD would introduce the service timely according to the population growth following the new development in the vicinity of Tsuen Wan West Station.

52. Assistant Manager (Operations) of the Kowloon Motor Bus Company (1933) Limited (KMB) responded that the KMB was willing to operate the proposed bus route, and agreed that the proposed route could be introduced by route splitting of bus route no. 40 which was the most straightforward solution.

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

- (1) there was a lack of bus services to Kowloon East in the vicinity of Yeung Uk Road, Luen Yan Street and waterfront areas. Despite the TD proposed the introduction of a bus route from Tsuen Wan West Station to Yau Tong via the vicinity of Luen Yan Street in the 2016/17 BRPP, no significant progress was made till present. In view of the intake of the residents of housing estates, he enquired the TD about the timetable of the introduction of the bus route to Kowloon East (Mr MA Ting-hei);
- (2) he enquired whether the TD would consider the introduction of supplementary bus routes in view of the inadequate bus service from Tsuen Wan district to Kwun Tong to alleviate the current situation. He enquired the KMB about the patronage statistics of the aforesaid bus stops in peak hours for the TD's consideration of making approval of the application (Mr YICK Shing-chung, Angus);
- (3) it took longer time to introduce a new bus route than splitting bus routes. He enquired whether the TD would consider the views of Members and the KMB and consider the introduction of supplementary bus routes before the introduction of a new bus route (Mr NG Chun-yu);
- (4) currently there was a keen demand for the captioned bus service as many residents in Tsuen Wan were working in Kwun Tong Business Area. The TWDC had reminded the TD long ago that it was necessary to conduct an early planning on transport according to the increasing population in the waterfront area. In view of the intake of residents of new housing estates in the waterfront area, he hoped that the TD would confirm the timetable of the implementation of the bus route as soon as possible, and consider the implementation of the bus route in the 2019/20 BRPP to facilitate the public

to travel around (Mr WONG Wai-kit); and

- (5) he supported the proposal. Currently the residents in Tsuen Wan made a number of interchanges to reach the vicinity of Kwun Tong by taking MTR. The waiting time of the red minibuses was long, too. The introduction of the bus route could facilitate the residents to travel around (Mr LAM Hin-fai).

54. STO/TW of the TD responded that the TD noted the intake of residents of the new housing estates in the vicinity of Tsuen Wan West Station, and would inform Members shortly after the timetable of the bus routes was formulated. The TD would consider the overall future planning of the routes comprehensively before making decisions on the application on the introduction of new routes or supplementary routes of the bus companies.

55. Assistant Manager (Operations) of the KMB responded that currently the direct bus service from the vicinity of Yeung Uk Road/Luen Yan Street to Kwun Tong district was not available. The patronage of the existing route no. 42C reached 80% to 90% during the morning peak hours. It was believed that the potential patronage from the vicinity of Yueng Uk Road and Sha Tsui Road to the vicinity of Kwun Tong was huge. The traffic demand could conceivably be alleviated through early introduction of the supplementary bus route no. 40. If the route was successfully introduced, the KMB would seek views from the TD and Members.

56. The Chairman said that in view of the intake of residents of new housing estates in the waterfront areas, he hoped that the TD would address the transportation planning properly and consider the incorporation of the introduction of the bus route from Tsuen Wan West Station to Yau Tong via the vicinity of Luen Yan Street into the 2019/20 BRPP to meet the demand from the residents in Tsuen Wan.

XI Item 10: Request for Creation of Bus Route from Cheung Shan and Shek Wai Kok to Tsuen King Circuit

(T&TC Paper No. 62/18-19)

57. The Chairman said that Mr MAN Yu-ming, Mr CHAN Chun-chung, Jones, Mr KOT Siu-yuen and Mr TSANG Tai submitted the paper.

58. Mr CHAN Chun-chung, Jones, Mr KOT Siu-yuen and Mr TSANG Tai introduced the paper.

59. STO/TW of the TD responded that the TD noted Members' views on the bus route from Tsuen King Circuit to Cheung Shan Estate. The proposal would be taken into consideration when carrying out the planning work of bus route in future.

60. Assistant Manager (Operations) of the KMB responded that the KMB would study Members' views on the captioned bus route.

61. The views and enquiries of Members were summarised as follows:
- (1) he supported the proposal. As circular bus route was not available in Tsuen Wan district, he suggested that the bus route could travel via sports ground or sports centres to facilitate the use of sports and recreational facilities by the public (Mr KOO Yeung-pong);
 - (2) she supported the proposal. There were three secondary schools, two primary schools and three kindergartens in Tsuen King Circuit. Introduction of the captioned bus route facilitated the students to go to schools. She hoped that the captioned bus route would be put into service on a trial basis as soon as possible (Ms LAM Yuen-pun, Phyllis); and
 - (3) there was a keen demand for bus service from the vicinity of Cheung Shan and Shek Wai Kok to Tsuen King Circuit during the morning peak hours. He hoped that the TD would study the captioned proposal and consider enhancing the Green Minibus (GMB) service. In addition, the bus stops along Cheung Shan, Sam Tung Uk and Hoi Pa to Shek Wai Kok were always crowded with people in the morning peak hours. The introduction of the captioned bus route would be conducive to the diversion of students who were travelling to Tsuen King Circuit. He thus supported the proposal (Mr TAM Hoi-pong).

62. The Chairman said that the representatives of the TD and the KMB noted Members' proposals. He hoped that a study of the captioned route would be carried out to facilitate the passengers to travel around.

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 18 December 2018)
(T&TC Paper No. 63/18-19)

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

64. The views and enquiries of Members were summarised as follows:
- (1) many objections were received in respect of the construction works for provision of roadside iron bollards at Heung Wo Street under Project No. TW/18/02669-16. He hoped that the department would listen to the public views and maintain effective communication with the district councillor of the constituency concerned (Mr KOO Yeung-pong);
 - (2) he enquired about the progress of the improvement works of pavement at Sha Tsui Road near Heung Wo Street under Project No. NE/18/00872-82 to ensure the road safety (Mr KOO Yeung-pong);
 - (3) the project site of the works of expansion of pavement and installation of sunken kerbs and iron bollards at Heung Wo Street near Heung Wo Building under Project No. NE/17/01012-57 should be a barrier-free access. He hoped that the HyD would confirm whether the works of expansion of pavement would be carried out as scheduled, and pointed out that slow progress of the project was made (Mr KOO Yeung-pong);

- (4) many objections were received in respect of the installation works of roadside iron bollards at Wang Lung Street near Tsuen Wan Industrial Building under Project No. TW/18/02523-92. He hoped that the department would maintain communication with the stakeholders and consider the adjustment of the proposal (Mr NG Chun-yu);
- (5) many objections in respect of Project Nos. TW/18/02669-16 and TW/18/02523-92 were received by Members, but the department still insisted on carrying out the projects. He hoped that the department would maintain good discussion with the district councillor of the constituency concerned and review the practice of handling views collected in the district consultation (Mr WONG Wai-kit);
- (6) he enquired about the project location of the improvement works of roadside railings at Tsuen King Circuit near Tsuen Tak Gardens under Project No. TW/18/02001-112 (Mr TSANG Tai);
- (7) he enquired about the timetable of the works of widening carriageway at the intersection of Tsuen King Circuit and On Yin Street under Project No. NE/16/02127-55 (Mr TSANG Tai);
- (8) she enquired whether the installation of road lighting was included in the improvement of Tsuen King Circuit public bus terminus under Project No. TW/18/02118-32 to solve the problem of dimly lit road (Ms LAM Yuen-pun, Phyllis); and
- (9) she hoped that the department would follow up on the problem of blockage of vision by the road signs in the vicinity of The Cliveden (Ms LAM Yuen-pun, Phyllis).

65. Sr Dist Engr/G(3) of the HyD responded that the HyD had made arrangement for the commencement of the installation works of roadside bollards at Heung Wo Street (Project No. TW/18/02669-16) in March 2019. He noted Members' views and would discuss the arrangement of the installation of iron bollards with the TD. The improvement works of pavement at Sha Tsui Road near Heung Wo Street under Project No. NE/18/00872-82 was affected by the illegal structures of the shops nearby and had been referred to the Lands Department (Lands D) for follow-up. The project would be implemented after the demolition of illegal structures was arranged by the Lands D. The application for temporary traffic arrangements for the works of expansion of pavement and installation works of sunken kerbs and iron bollards at Heung Wo Street near Heung Wo Building under Project No. NE/17/01012-57 was pending approval. The HyD would continue to follow up on the application. The HyD had made arrangement for the commencement of the installation works of roadside iron bollards at Wang Lung Street near Tsuen Wan Industrial Building (Project No. TW/18/02523-92) in March 2019. He noted Members' views and would discuss the arrangement of the installation of iron bollards with the TD. The improvement works of the roadside railings at Tsuen King Circuit near Tsuen Tak Gardens under Project No. TW/18/02001-112 was comprised of the provision of additional railings at the pavement from the vehicular run-in/out of Tsuen Tak Gardens to the pedestrian crossing. It was expected that the works would commence in April 2019. The HyD noted Members' concern on the progress of the works of

widening carriageway at the junction of Tsuen King Circuit and On Yin Street under Project No. NE/16/02127-55, and was discussing the temporary traffic arrangements with the TD and the Road Management Office of the HKPF. The commencement of work would be arranged as soon as possible after approval of the temporary traffic arrangement was obtained. Installation of additional road lighting was not included in the improvement works of Tsuen King Circuit public bus terminus under Project No. TW/18/02118-32. Members' concern on the lighting would be referred to the Lighting Division of the HyD for follow-up.

66. Engr/TW 1 of the TD responded that the TD had conducted a district-based consultation in early 2018 on the provision of bollards at Heung Wo Street and met the objectors in April and July 2018 for soliciting their views and explained the TD's objective of putting forward the proposal. The HyD would commence the works in March 2019. The TD had also liaised with the Lands D for the installation works of roadside bollards at Wang Lung Street near Tsuen Wan Industrial Building under Project No. TW/18/02523-92. According to the information provided by the Lands D, the land lease stipulated that the land could not be used by the drivers of the vehicles as vehicular run-in/out. However, due to the relatively unsatisfactory situation currently, the HyD was requested to install bollards at Wang Lung Street near Tsuen Wan Industrial Building.

67. The Chairman requested the TD to maintain effective communication with district councillors of the constituencies concerned in respect of the installation of bollards as soon as possible. Members could also contact the representatives of the TD and HyD according to the information contained in the report to follow up on the details and progress of the works.

(Note: Mr CHENG Chit-pun left the meeting at 5:25 p.m.; Mr LI Hung-por left the meeting at 5:28p.m.)

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 December 2018, the project consultancy contract of Footbridge B (Public Works Programme (PWP) Item No. 145TB) had come into effect on 16 August 2018. The representatives of the HyD and consultant company attended the meeting of Working Group on Tsuen Wan Footbridge Network on 6 December 2018 and briefed Members on the progress of works, the preliminary design of footbridge and the consultation programme under planning. The proposal on the design of the project and consultation programme were under preparation. It was expected that the preliminary public consultation would be conducted in the afternoon of 16 January 2019 and Members were welcome to attend. 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 altogether. At the meeting of Working Group on Tsuen Wan Footbridge Network

held on 6 December 2018, the TD and HyD reported to Members the latest progress of the two footbridge projects and sought Members' views. It was planned to conduct the preliminary consultation on the alignments of Footbridge E in the housing estates nearby such as Chelsea Court and The Pavilia Bay in the first half of 2019 to collect more views from residents. The engineering contract for the main body of the Footbridge D project (PWP Item No. 164TB) had come into effect in mid-2017. The foundation pile works of the footbridge, the construction of foundation pile caps and compensatory planting of trees had been completed by the contractor engaged by the HyD between August and November 2018, and the construction work of the pile and elevator tower had commenced. The HyD also continued to follow up on the connection and installation works of the components of the footbridge deck conducted in early 2019 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. In addition, regarding the escalator works of the pedestrian footbridge of Tai Wo Hau MTR Station, the project was gazetted on 21 September 2018 and the gazettal period ended on 20 November 2018. During the gazettal period, one objection was received by the HyD which would be handled in accordance with the established procedures. Currently, the HyD continued to proceed the relevant design work of foundation, structure, lighting, landscaping, drainage, mechanical and electrical works, etc.

(Note: Mr LAM Hin-fai left the meeting at 5:30 p.m.)

(B) Task Force on Public Transport Network

69. Mr CHOW Ping-tim reported that the Task Force had held its 23rd meeting on 19 December 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 reported that the construction work of motorcycle parking spaces at the vacant land beneath the Tsuen Wan Road Flyover off Wharf Cable TV Tower and that under the flyover of Wing Tak Street had commenced. It was expected that the construction work would be completed in January 2019;

- (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:

A consultation on the proposal on the demolition of the divider between City Point and Waterside Plaza had been conducted by the TD to collect views from the residents of the two housing estates. A review would be conducted after the replies from the residents were received in late December 2018;

- (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:

Regarding the widening works of the left-turn lane in Luen Yan Street near Bo Shek Mansion for access to Sha Tsui Road, the contractor engaged by the HyD had submitted the measures on temporary traffic arrangements to the TD and the Road Management Office of the HKPF for approval. The relevant views had been discussed and the measures were duly amended. It was expected that the works would commence in early 2019 and take two months. A total of 38 FPNs were issued against illegally parked vehicles by the Police from early November 2018 till present. The Police would continue to conduct operations to combat illegal parking at Luen Yan Street;

- (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 on the findings of the follow-up survey on the service of GMB route no. 310M conducted at the Public Light Bus Terminus of Tsing Yi Station between 6:00 p.m. to 8:00 p.m. on 22 October 2018. It was found that the frequencies were higher than those prescribed in the service requirements. The KMB reported on the findings of the patronage survey conducted at the bus stop at Riviera Garden between 7:30 a.m. and 8:30 a.m. on 1 November 2018 and the data on patronage during the same period last year. In addition, the KMB noted the serious problem of lost trips of bus route no. 238X and the unstable reports on the time of arrival of buses displayed in the KMB Mobile Application. The situation of the lost trips of bus route no. 238X in evening peak hours would be kept under close monitoring and the follow-up work would be carried out by making adjustment to the frequencies;

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

According to the TD, the residents' coaches stopped to wait for passengers and private cars were parked at the lay-by outside Sai Lau Kok Multi-storey Carpark Building. The Transport Operations (NT) Division of the TD, HKPF and service operators had been requested to follow up on the traffic contraventions;

- (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; 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:

A reply from the District Lands Office, Islands was received by the HyD prior to the meeting, stating that the application for the alternative site at Sham Shui Kok was under process. The department concerned also expressed views on the access to the construction site during the second consultation. The location of the access to the construction site was under alteration at the moment, but it was expected that the application would not be affected due to the alteration;

- (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 reported on the work of the loading/unloading bay in Wang Lung Street which had been completed in early December 2018. In addition, objection to the works at the pedestrian crossing near Lung Tak Street was received, and the TD was carrying out the mediation work. The construction work would commence after the mediation work was concluded;

- (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:

As no further information was provided by MTR, Members did not give views on the captioned item; and

- (9) Request the Transport Department, property developers 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 reported that as the scope of the construction work of the new footbridge by the developer of lot 393 overlapped with that of the widening works of the designated left-turn lane at Ma Tau Pa Road, the HyD had met and conducted an on-site inspection with the developer of lot 393 to study the feasibility of the relocation of the switch box for the street lamps and the alignment of underground pipes. The HyD hoped that the relocation work could be carried out concurrently during the construction of the new footbridge by the developer of lot 393. Regarding the setting up of an on-site alignment for monitoring the progress of the construction of road facilities, the HyD had received the preliminary test result and found that the road alignment was very close to the large-scale foul manholes. According to the HyD, an on-site inspection would be conducted by the HyD and the officers of the TD after receiving the formal test results in order to avoid affecting the large-scale foul manholes.

The Task Force would hold the 24th meeting on 23 January 2019.

(Note: The Hon TIEN Puk-sun, Michael left the meeting at 5:50 p.m.)

(C) Working Group on Road Safety Education and Promotion

70. The Vice Chairman reported that the Working Group had successfully held the “Seminar on Road Safety in Tsuen Wan District for the Elderly”, “Tsuen Wan District Road Safety Day cum Model Pedestrians Commendation Day”, “Slogan cum Colouring Competitions for Primary School and Kindergarten Students” and “Tsuen Wan District Road Safety Carnival” (the “carnival”) in 2018. He thanked Members for their eager support.

71. Mr CHOW Ping-tim enquired about the eligibility criteria for becoming co-organisers or joint organisers of the “Tsuen Wan District Road Safety Carnival” and the number of the officially recognised co-organisers or joint organisers. He said that it was found in a social media website that an organisation claimed to be the co-organiser of the activity; however, it was not officially recognised. He enquired whether the Working Group had established regulatory actions and a penalty system.

72. The Secretary responded that the Working Group would engage organisations to co-organise or jointly organise the activities, and would also invite organisations to hold activities in the carnival which, however, were not the co-organisers or the joint organisers.

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

- (1) the Working Group would task the co-organisers to invite different organisations to hold activities in the carnival. A higher flexibility was exercised on the regulation of joint organisers and other participating organisations. Members were required to propose the amendments to the guidelines on activities, if any, to the Finance and In-house Working Group. He suggested that Members should submit a paper to the Working Group for an in-depth discussion about the arrangement of the guidelines on activities (the Chairman);
- (2) the information of the co-organisers or joint organisers were printed on the posters. In addition, some organisations other than the co-organisers and joint organisers staged performances or set up game booths in the carnival. The Working Group would review the existing mechanism on invitation of setting up game booths by local organisations in the district in its next meeting (the Vice Chairman); and
- (3) he opined that it was not necessary to submit paper to the Working Group for discussion and the T&TC should discuss whether the arrangement was appropriate. He thought that if penalties on the situation were not introduced by the TWDC, the Working Group or the T&TC should do so. As all the information about the co-organisers or joint organisers were set out in Form A, the Working Group should follow up on the false claim made by the organisations which were not set out in Form A (Mr CHOW Ping-tim).

74. The Chairman said that the Working Group would conduct a review on the existing mechanism on invitation of setting up game booths by local organisations in the district.

XIV Item 13: Any Other Business

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

- (1) Financial Statement of Traffic and Transport Committee as at 18 December 2018
(T&TC Paper No. 64/18-19).

76. The Chairman reminded Members that the next meeting was scheduled on 4 March 2019 (Monday) and the deadline for submission of paper was 15 February 2019.

XV Adjournment of the Meeting

77. There being no other business, the meeting was adjourned at 6:00 p.m.

Tsuen Wan District Council Secretariat
February 2019

Minutes of the Traffic and Transport Committee Meeting Held on 5 November 2018Amendments

(1) Paragraph 19, page 5:

Original Line 11	At present, the residents in Tsuen Wan could travel by bus route no. <u>930</u> to Causeway Bay or interchange for other bus routes at the Western Harbour Crossing for travelling to and from Causeway Bay according to their departure time and destinations
Amendment	At present, the residents in Tsuen Wan could travel by bus route no. <u>930X</u> to Causeway Bay or interchange for other bus routes at the Western Harbour Crossing for travelling to and from Causeway Bay according to their departure time and destinations
Original Line 16	would duly consider their views when the TD discussed the <u>development plans</u> for bus routes with the bus companies in future
Amendment	would duly consider their views when the TD discussed the <u>plans</u> for bus routes with the bus companies in future