

(Translation)

Minutes of the 20th Meeting of Traffic and Transport Committee (6/18-19)

Date: 4 March 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)
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 LAM Faat-kang, MH
The Hon CHAN Han-pan, Ben, BBS, JP
Mr CHAN Chun-chung, Jones
Mr CHAN Sung-ip, MH
Mr CHAN Yuen-sum, Sumly
Mr WONG Wai-kit, MH
Mr KOT Siu-yuen
Mr CHOW Ping-tim
Mr CHENG Chit-pun
Mr TAM Hoi-pong

Co-opted Members

Mr WONG Fah-man
Mr FONG Yun-fat
Mr NG Chun-yu
Mr NG Tsan-ming
Mr LAM Hin-fai
Mr YICK Shing-chung, Angus
Mr MA Ting-hei
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
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:

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 LIU Kin-wai, Rick
Senior Transport Officer/Bus/New Territories West, Transport Department

Miss SIU Ka-yan, Catherine
Transport Officer/Bus/New Territories West, Transport Department

Miss LEUNG Ka-yan
Assistant Manager (Public Affairs), Kowloon Motor Bus Company (1933) Limited

Mr POON Chun-kong
Manager (Operations), Kowloon Motor Bus Company (1933) Limited

Mr NG Kin-man
Chief Planning Officer, Citybus Limited/New World First Bus Services Limited

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

For discussion of item 4

Ms AU YEUNG Wai-sum, Jenny
Senior Engineer/CWY1, Highways Department

Mr TANG Yiu-key, Jimmy
Project Coordinator/CWY1-1, Highways Department

Mr LAW Ho-kin, John
Engineer 3/Walkability, Transport Department

Mr TAM Wing-yeung, Vincent
Technical Director, Asia Engineering (HK) Limited

Absent:

Co-opted Member

Ms FAN Regine Hui-yu

The Meeting

I Opening Remarks and Introduction

The Chairman welcomed the Members, Co-opted Members and representatives from the Government and corporations to the 20th meeting of the Traffic and Transport Committee (T&TC).

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 for each agenda item once respectively. Each Member could speak up to three minutes each time.

II Item 1: Confirmation of Minutes of the Meeting held on 7.1.2019

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

A. Paragraphs 37-43 of the Minutes of the Meeting held on 7 January 2019: Request to Provide the Closed Circuit Television at the Lay-by of Mei Wan Street Combat Against Problems Including Vehicle Waiting and Illegal Parking

4. Engineer/Tsuen Wan 1 (Engr/Tsuen Wan 1) of the Transport Department (TD) reported that currently, the Energizing Kowloon East Office of the Development Bureau (DEVB) was carrying out the proof-of-concept trials on the kerbside loading/unloading bay monitoring system and illegal parking monitoring system in an attempt to detect illegal parking through the use of video analytics techniques. The TD would closely monitor the trials. If the systems were proved practicable in the trials, the TD and the Police would actively consider the possibility of launching a trial run of the systems at the proposed locations.

5. The Chairman summarised that he hoped that Tsuen Wan would serve as the trial spot first if the new technology was available and the trial result was satisfactory.

(Note: Mr YICK Shing-chung, Angus joined the meeting at 2:43 p.m.)

IV Item 3: Bus Route Planning Programme 2019-2020 for Tsuen Wan District (T&TC Paper No. 65/18-19)

6. The Chairman said that the TD submitted the paper and introduced the representatives of the TD and bus companies who would brief Members on the captioned item, including:

- (1) Mr LIU Kin-wai, Rick, Senior Transport Officer/Bus/New Territories West (Sr Transp Offr/Bus/NTW) of the TD;
- (2) Miss SIU Ka-yan, Catherine, Transport Officer/Bus/New Territories West of the TD;
- (3) Miss LEUNG Ka-yan, Assistant Manager (Public Affairs) of the Kowloon Motor Bus Company (1933) Limited (KMB);
- (4) Ms Peggy WONG, Assistant Manager (Planning and Development) of the KMB;
- (5) Mr POON Chun-kong, Manager (Operations) of the KMB;

- (6) Mr NG Kin-man, Chief Planning Officer of the Citybus Limited (CTB)/New World First Bus Services Limited (NWFB); and
- (7) Mr Rayson LAW, Planning and Support Officer I of the Long Win Bus Company Limited (Long Win).

7. Sr Transp Offr/Bus/NTW of the TD introduced the paper.

(Note: Mr KOT Siu-yuen joined the meeting at 2:47 p.m. Mr CHOW Ping-tim and Mr TAM Hoi-pong joined the meeting at 2:50 p.m. Mr FONG Yun-fat and Mr MA Ting-hei joined the meeting at 3:00 p.m.)

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

- (1) he welcomed the introduction of bus route no. 36X and hoped that the service frequency of the route would be increased (Mr CHAN Yuen-sum, Sumly);
- (2) he requested for the introduction of a bus route from Lei Muk Shue Estate to Hung Hom and Ho Man Tin (Mr CHAN Yuen-sum, Sumly);
- (3) he objected to the reduction in the service frequency and service hours of bus route no. 36B, and opined that the decrease in patronage of the route was mainly due to the frequent lost trips during peak hours (Mr CHAN Yuen-sum, Sumly);
- (4) he requested for the extension of bus route no. 40P into whole-day service (Mr CHAN Yuen-sum, Sumly);
- (5) he requested that the airport bus should be routed via Lei Muk Shue Estate, Cheung Shan Estate and Shek Wai Kok Estate (Mr CHAN Yuen-sum, Sumly);
- (6) given that the residents of Lei Muk Shue Estate frequently travelled to and from New Territories East, he requested for an increase in the service frequency of the bus routes from Lei Muk Shue to Sha Tin and urged for the handling of the lost trips of the bus routes. He also requested for an increase in the service frequency and the advancement of the time of the first departure of the existing bus routes plying between Lei Muk Shue and New Territories East (Mr CHAN Yuen-sum, Sumly);
- (7) he was concerned about the problems of lost trip and low service frequency of bus route no. 36 towards Tsuen Wan (Mr CHAN Yuen-sum, Sumly);
- (8) she welcomed the introduction of bus route no. A38 for the provision of service to the airport for the residents in Allway Gardens and the introduction of bus route no. N934 to facilitate residents to travel to and from Hong Kong Island overnight (Ms LAM Yuen-pun, Phyllis);
- (9) she had reservations about the estimate on the extended journey time of bus route nos. 30X and 230X by three to four minutes after re-routing via Nina Tower. She thought that subject to the traffic conditions, the journey time might be extended by five to ten minutes after the re-routing of the above routes. She thus requested for an increase in the service frequency in compensation for the extended journey time (Ms LAM Yuen-pun, Phyllis);
- (10) given that the service frequency of the departures of bus route nos. 930X and 930A travelling via Tsuen King Circuit was reduced, she requested for an increase in the service frequency of bus route no. 934A (Ms LAM Yuen-pun, Phyllis);

- (11) she requested for an increase in the service frequency of bus route no. 51 routing via Route Twisk from 6:00 a.m. to 7:00 a.m. in order to cope with the traffic demand from the residents in the area concerned (Ms LAM Yuen-pun, Phyllis);
- (12) he welcomed the introduction of overnight bus service of bus route no. N934, and thought that its patronage data could serve as a reference for the route enhancement in future (Mr WONG Wai-kit);
- (13) he agreed to renamed the bus route no. A31P as bus route no. A38 for provision of airport bus service for the residents in the west of Tsuen King Circuit. In addition, in view of the increase in the resources allocated for operations in recent years, he hoped that bus route no. A38 would travel via the Bayview Garden Bus Terminus or a bus stop would be provided outside the Bayview Garden Bus Terminus for the convenience of the residents of Bayview Garden and Phase 2 of Belvedere Garden (Mr WONG Wai-kit);
- (14) he was disappointed that proposals on the provision of new service for the vicinity of Belvedere Garden and Ting Kau were not formulated in the Bus Route Planning Programme (BRPP) 2019-2020 (Mr WONG Wai-kit);
- (15) given the very high patronage of bus route no. A31P during peak hours, he requested for an increase in the service frequency (Mr WONG Wai-kit);
- (16) he supported that all trips of bus route no. A31P should travel via Tsing Lung Tau. Given that the routing of bus route no. A31P covered a larger area, it was anticipated that the patronage would increase. He thus requested for the enhancement of the service frequency to 30-minute headway during peak hours (Mr NG Hin-lung, Norris);
- (17) he supported the introduction of overnight bus service of bus route no. 962N so as to enhance the bus service plying between Hong Kong Island and Sham Tseng during late night. In addition, the CTB had stated at the T&TC meeting in November 2017 that a morning special departure from Tsing Lung Tau to Hong Kong Island at 6:20 a.m. had already been provided. Given that the proposed first departure of bus route no. 962N at 5:50 a.m. was introduced, he believed that the arrival time at Tsing Lung Tau of bus route no. 962N would be close to that of the special departure of bus route no. 962B of the CTB. He hoped that the TD would coordinate the bus schedule arrangements of the two routes to avoid a waste of resources (Mr NG Hin-lung, Norris);
- (18) given the keen demand for transportation services to Kowloon East and Kowloon South in the morning from residents in Tsing Lung Tau, he supported the increase in the service frequency of bus route no. 962E and requested for the extension of the service hours of bus route nos. 261B and 234D or the increase in the service frequency of bus route nos. 261B and 234D between 6:00 a.m. to 10:00 a.m. every day for the convenience of the residents who traveled to workplaces and schools at different timeslots in the morning (Mr NG Hin-lung, Norris);
- (19) he noted the TD's proposal on bus route no. 52X heading to Tuen Mun via the Tuen Mun Road Bus Interchange (Kowloon Bound). He also relayed that he received proposals from the residents on making similar arrangement for the departure of bus route no. 52X heading to Tuen Mun so as to provide a better service for the residents in the area (Mr NG Hin-lung, Norris);

- (20) he proposed the introduction of bus route no. 52M which would travel from So Kwun Wat in Tuen Mun to Tsuen Wan and Kwai Fong via Tsing Lung Tau and Sham Tseng, and the extension of the routing of bus route no. 252 with the provision of interchange concession so as to cope with the population development in So Kwun Wat and provide transportation for the residents to reach urban areas, with a view to solving the problem of the lack of bus services to Tsuen Wan and Kwai Fong from Tsing Lung Tau and Sham Tseng (Mr NG Hin-lung, Norris);
- (21) the areas around Tsuen Wan West Station were highlighted in the BRPP 2019-2020 due to the flat intake in the near future. However, he was worried that subsequently this would increase the vehicular traffic flow and affect the smooth traffic flow in these areas. He thus thought that the existing bus routes should be fully utilised to meet the demand therefrom (Mr LI Hung-por);
- (22) he was concerned about the problems of low service frequency and lost trip of bus route no. 30X which would aggravate after the journey time was extended due to its re-routing via Nina Tower Bus Terminus while the number of buses remained unchanged (Mr LI Hung-por); and
- (23) he supported that bus route no. A38 should be re-routed to depart from Allway Gardens, and hoped that the frequency at some timeslots would be revised to 30-minute headway (Mr LI Hung-por).

9. Sr Transp Offr/Bus/NTW of the TD responded as follows:

- (1) he noted the lost trips and unstable service frequencies of individual routes as relayed by Members. The TD would closely monitor the service level of the routes concerned and discuss with the bus companies for making improvements;
- (2) he noted Members' proposals on the enhancement of service of several bus routes, such as increasing the service frequencies of bus route nos. 36B, 261B and A38, etc. The TD would closely monitor the change in passenger demand of the routes concerned and would timely follow up with the bus companies;
- (3) he noted the proposal on the expansion of the bus network of Lei Muk Shue Estate. Regarding Members' proposal on the extension of bus route no. 36X to Tsim Sha Tsui and the increase in the service frequency of bus route no. 36X, the TD would first observe the change in passenger demand after the extension of the route and would discuss the adjustment of the bus service with the bus companies when necessary;
- (4) the TD would study the proposal on the enhancement of the bus network from Tsuen Wan to New Territories East; and
- (5) the TD would study with the bus company the arrangement of the re-routing of both the departure and return trips of bus route no. 52X via the Tuen Mun Road Bus Interchange. The TD would also liaise with members of the local community and conduct a site visit when necessary.

10. Assistant Manager (Planning and Development) of the KMB responded as follows:

- (1) she noted Members' concerns over the extension of bus route nos. 30X and 230X. After the extension of the Kwun Tong Line of the Mass Transit Railway Corporation Limited (MTRCL) to Whampoa two years ago, the patronage of the two bus routes decreased significantly. It was necessary to reduce the service

frequency in order to maintain the provision of the bus service of the route. In view of the development and population growth in Tsuen Wan West, the KMB hoped that, through the expansion of the scope of service of the routes, the patronage would increase and the reduction in service frequency could be avoided. An increase in the service frequency would be considered if the patronage met the required standard in future;

- (2) the KMB would closely monitor the unstable service frequency of the routes in Lei Muk Shue Estate and would carefully study whether there were problems in the provision of bus service of individual routes and problem-solving was required;
- (3) she noted Members' requests for the increase in service frequency or the extension of service hours of individual routes;
- (4) she agreed with the proposal on the extension of bus route no. 934 to Causeway Bay. The implementation of the proposal would be considered when the long-term development of the bus route no. 934 series was under planning. She hoped that the bus route no. 934 series would be extended into whole-day service in the long run; and
- (5) given the complicated road conditions at this stage, it was relatively difficult to implement the re-routing of the return trip of bus route no. 52 via the Tuen Mun Road Bus Interchange (Kowloon Bound). The KMB would conduct a trial run on the re-routing of bus route no. 52X travelling to Tuen Mun via the Tuen Mun Road Bus Interchange (Kowloon Bound) by phases so as to facilitate the residents to make interchanges for other routes. The KMB would also study the proposals on the return trip of other routes.

11. Chief Planning Officer of the CTB noted the views on the service hours of bus route no. 962N which would be under study together with the departure time of the special trips departing from Tsing Lung Tau of bus route no. 962B for the optimal use of bus resources.

12. Planning and Support Officer I of the Long Win thanked Members for their support for the arrangement of bus route no. A38. The Long Win would review the possibility of increasing the service frequency according to the patronage in future, and the request for the provision of a bus stop at Bayview Garden was noted. The Long Win understood the demand for airport bus service in Lei Muk Shue Estate which would be under study with the TD for follow-up.

(Note: Mr CHENG Chit-pun joined the meeting at 3:25 p.m.)

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

- (1) he welcomed the increase in the service frequency of bus route no. 43X. Given the very high patronage currently, he hoped that the service frequency could be increased continuously (Mr CHAN Chun-chung, Jones);
- (2) he strived for the extension of bus route no. 40P into whole-day service for the convenience of residents (Mr CHAN Chun-chung, Jones);

- (3) he was worried that if the new bus route from Tsuen Wan to Sai Wan Ho was routed via Central, it might be affected by the traffic congestion in the vicinity of Central. He suggested that the route should be re-routed to travel via the Island Eastern Corridor or other driving routes (Mr CHAN Chun-chung, Jones);
- (4) he requested for the introduction of a direct bus route from Tsuen Wan East to the airport (Mr CHAN Chun-chung, Jones);
- (5) he welcomed the introduction of a bus route from Tsuen Wan West Station to Sai Wan Ho, and enquired whether a bus route from Tsing Lung Tau to Sai Wan Ho via the lower road of Tuen Mun Road would be introduced (Mr YICK Shing-chung, Angus);
- (6) he welcomed the introduction of bus route no. N934, but was worried that the time of the first departure would overlap with that of the last departure of MTR (Mr YICK Shing-chung, Angus);
- (7) he suggested that a bus stop of bus route no. A38 in the vicinity of Hoi On Road near Tsuen Wan West Station should be provided for the convenience of the residents in Tsuen Wan West (Mr YICK Shing-chung, Angus);
- (8) he enquired about the reasons for not including bus route no. E32A in the BRPP 2019-2020. Given the problem of lost trip of bus route no. E32A, he hoped that its service frequency could be adjusted (Mr YICK Shing-chung, Angus);
- (9) he welcomed the routing of bus route no. 52X via the Tuen Mun Road Bus Interchange, and enquired whether interchange concession would be provided (Mr NG Chun-yu);
- (10) he welcomed the renaming of bus route no. A31P as bus route no. A38 for provision of whole-day service for the residents in Tsing Lung Tau (Mr NG Chun-yu);
- (11) he requested for the provision of the patronage data of bus route nos. 930A and 930X, and was worried that the surge in patronage could not be coped with after the two routes were re-routed via Tsuen Wan West Station. He therefore requested for an increase in service frequency (Mr NG Chun-yu);
- (12) he welcomed the introduction of a bus route from Tsuen Wan to Sai Wan Ho, and enquired whether it would be routed via the Central-Wan Chai Bypass (Mr NG Chun-yu);
- (13) he welcomed the routing of bus route no. 230X via Yeung Uk Road and Texaco Road because the residents did not need to walk to Tsuen Wan West Station or Tai Wo Hau MTR Station to take the bus. He also requested for an increase in the service frequency so as to cope with the increase in patronage (Mr NG Chun-yu);
- (14) he was concerned about the problem of lost trip of bus route no. 36B and opposed to the shortening of the service hours (the Vice Chairman);
- (15) given that Lei Muk Shue Estate was located neither at the hilltop nor along the railway, he was disappointed with the failure of the TD and the bus companies to respond to the traffic demand from the residents over the years. He was also concerned about the provision of whole-day service of some bus routes which travelled via Lei Muk Shue Estate despite of their extremely low patronage (the Vice Chairman);
- (16) he had requested for the improvement of the bus services in Lei Muk Shue Estate through submission of a paper on 8 October 2018. He was disappointed with the

lack of initiatives which were beneficial to the residents of Lei Muk Shue Estate in the BBRP 2019-2020 (the Vice Chairman);

- (17) given that many residents took circular bus route no. 36 of lower fare level and lower frequency for saving money, he requested the bus company to implement sectional fares for the section between Wo Yi Hop Road and Tsuen Wan of the route for the optimal use of resources and offer of more choices to the residents (the Vice Chairman);
- (18) he requested for the introduction of a bus route from Northeast Kwai Tsing to the airport via Tsuen Wan, Cheung Shan Estate and Shek Wai Kok Estate. He stressed that there was a keen demand from the residents and the routing of the proposed route would not overlap with that of other airport bus routes (the Vice Chairman);
- (19) the TD should consider introducing competition in provision of additional bus services in Lei Muk Shue Estate if it was held that the additional service could not be provided by some service providers (the Vice Chairman);
- (20) he welcomed the re-routing of bus route nos. 230X, 930A and 930X via Tsuen Wan West Station (Mr KOO Yeung-pong);
- (21) he requested for the implementation of the introduction of the bus route from Tsuen Wan to Sai Wan Ho as soon as possible (Mr KOO Yeung-pong); and
- (22) he enquired about the latest progress of the bus route from Tsuen Wan West Station to Yau Tong under planning. After the relocation of the terminus of bus route no. 40 to Bayview Garden, many residents travelling from the vicinity of Kowloon East including Kwun Tong to Tsuen Wan needed to make interchange without interchange concession at Citistore (Mr KOO Yeung-pong).

(Note: The Hon TIEN Puk-sun, Michael and Mr WONG Fah-man joined the meeting at 3:30 p.m. Mr CHAN Chun-chung, Jones left the meeting at 3:35 p.m.)

14. Sr Transp Offr/Bus/NTW of the TD responded as follows:

- (1) he understood the demand from the residents of Lei Muk Shue Estate for the enhancement of the bus network in the area. The TD had extended the routing of bus route no. 36X to the vicinity of Tsim Sha Tsui in the BRPP 2019-2020 and would continue to review the bus service in the vicinity of Lei Muk Shue for making timely adjustments;
- (2) he thanked Members for their support for the introduction of cross-harbour bus service during late night and the arrangements on the adjustment of the routing of bus route no. A38;
- (3) he noted Members' concerns on the bus fare. The TD would continue to encourage the bus companies to provide more fare concessions so as to alleviate the burden on members of the public;
- (4) he explained the purpose of proposing the introduction of the bus route from Tsuen Wan to Sai Wan Ho, which was mainly to tie in with the new passenger demand brought by the developments in Tsuen Wan West and its vicinity. The TD would take into consideration the views collected during consultation altogether so as to determine the service arrangement of the route;

- (5) the TD had proposed the introduction of a bus route plying between Yau Tong and Tsuen Wan West Station in BRPP 2016-2017 to tie in with the development in Tsuen Wan West, which had gained support from Members. Currently, the TD was preparing for the introduction of the bus route which was expected to be put into operation as soon as possible. The TD would brief the respective District Councils on the arrangement of the route when the detailed information was available;
- (6) he noted Members' views on reduction of the service frequency of bus route no. 36B, and would discuss with the KMB the operation of the route; and
- (7) he understood Members' concerns on the unmet resource needs or service frequency in the extension of the service scope of individual routes as proposed in the BRPP 2019-2020. When planning the rationalisation or adjustment of the bus routes, the TD would review the passenger demand for the respective bus routes and tie in with the needs in different districts, with a view to enhancing the cost-effectiveness and efficiency of the bus service. If the patronage of individual bus routes reached the relevant standard, the TD would discuss with the bus companies the adjustment of the bus service in order to cater for the passenger needs.

(Note: Mr MAN Yu-ming joined the meeting at 3:50 p.m.)

15. Assistant Manager (Planning and Development) of the KMB responded as follows:

- (1) she understood the demand for the whole-day service of bus route no. 40P from residents. In view of the business and commerce development in Kowloon East, the patronage of bus route no. 40P was increasing in recent years, and the KMB had increased the service frequency accordingly. However, the KMB could not extend the service hours of the route owing to the insufficient space in Shek Wai Kok bus terminus. Instead, the KMB would continue to identify the suitable location in Tsuen Wan district to serve as the terminus for the extension of routing and would study the feasibility of the move;
- (2) given that the peak hour of late night bus service was from 12:00 a.m. to 2:00 a.m., the KMB preliminarily proposed that the departure time of bus route no. N934 should be 12:30 a.m., but there was still room for adjustment. The KMB would make further consideration after listening to the views from different parties and the Tsuen Wan District Council (TWDC) during consultation; and
- (3) interchange concession would be provided after the re-routing of bus route no. 52X via the Tuen Mun Road Bus Interchange (Kowloon Bound).

16. Chief Planning Officer of the CTB thanked Members for their support for the proposal on the re-routed bus route nos. 930A and 930X. The CTB would closely monitor the patronage of the two bus routes after re-routing, and would consider increasing the service frequency according to the passenger demand and availability of resources.

17. Planning and Support Officer I of the Long Win noted the proposal on the introduction of a bus route plying between Lei Muk Shue Estate or Tsuen Wan East and the airport, and would continue to study the feasibility with the TD and take the follow-up action. As the

service change of bus route no. E32A was a part of the measures proposed in a previous BRPP, the route was not included in the BRPP 2019-2020. According to the result of consultation at that time, the Long Win had implemented the measures on the service change in February 2019 and would continue to monitor the provision of service so as to provide the appropriate service for the public travelling between Tsuen Wan and Tung Chung. Regarding the proposal on the provision of an additional bus stop for bus route no. A38 in Hoi On Road near Tsuen Wan West Station, the Long Win had already provided the service of bus route no. A31 at the Nina Tower bus terminus near Tsuen Wan West Station to facilitate passengers to travel to and from the airport directly.

(Note: The Hon CHAN Han-pan, Ben joined the meeting at 3:55 p.m.)

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

- (1) he welcomed the introduction of all the routes proposed in the BRPP 2019-2020 (Mr CHOW Ping-tim);
- (2) he objected to the continued reduction of service frequency of bus route no. 238X. In view of the stable increase in the patronage of the route, he suggested that the service frequency should be increased. He was also concerned about the problem of lost trip and believed that it was associated with the insufficient number of bus vehicles (Mr CHOW Ping-tim);
- (3) he suggested that a bus route plying between Tsuen Wan and Hong Kong-Zhuhai-Macao Bridge (the HZMB) Hong Kong Port should be introduced (Mr CHOW Ping-tim);
- (4) he suggested that the interchange concession should be provided for the passengers who departed from Riviera Gardens Bus Terminus to the bus stops at Texaco Road by taking, say, bus route nos. 238X or 238M for the interchange to airport buses or took the cross-harbour buses (Mr CHOW Ping-tim);
- (5) he was disappointed with nil proposals on the improvement of bus route nos. 38A and 38B in the BRPP 2019-2020, and suggested that the service frequency of bus route no. 38B should be increased (Mr CHOW Ping-tim);
- (6) he welcomed the BRPP 2019-2020 of Tsuen Wan district and thought that many demands from the TWDC had been met in the BRPP 2019-2020 (Mr CHENG Chit-pun);
- (7) given the quite high patronage of bus route no. A31P in morning peak hours currently, he suggested that the service frequency of bus route no. A38 running via Allway Gardens and Tsing Lung Tau in morning peak hours should be increased in order to cope with the increase in patronage (Mr CHENG Chit-pun);
- (8) he welcomed the introduction of bus route no. 962N. However, given that the time of departure of bus route no. 962N was 12:50 a.m. and 1:00 a.m., he was concerned that the bus service of bus route no. 962N would overlap with that of the last departure of bus route no. 962B which departed at 12:30 a.m. He thus suggested that the time of the first departure of bus route no. 962N should be postponed to 1:00 a.m. and the bus schedule should be revised to 30-minute headway (Mr CHENG Chit-pun);
- (9) he welcomed the implementation of sectional fares for bus route no. 52X heading to Kowloon. He also suggested that a bus stop opposite the Tuen Mun Road Bus

- Interchange (Kowloon Bound) should be provided for the return trip of the route with the implementation of sectional fares alike the departure of the route to bring convenience to the residents in Sham Tseng (Mr CHENG Chit-pun);
- (10) he welcomed the re-routing and introduction of new routes in the BRPP 2019-2020 (the Hon TIEN Puk-sun, Michael);
 - (11) he welcomed the provision of late night bus service of bus route nos. N930 and N934 travelling to Hong Kong Island via Tsuen King Circuit, and hoped that a bus stop would be provided at Phase 2 of Tsuen King Garden. He suggested that the late night bus service should be extended into overnight bus service if the patronage was satisfactory (the Hon TIEN Puk-sun, Michael);
 - (12) he had met the representative of the Long Win in May 2017 and requested that bus route no. A38 should depart from Allway Gardens and travel via Tsing Lung Tau throughout the service hours through submission of a paper in July 2017. He was pleased to learn that his request had been duly met in the BRPP 2019-2020. In addition, he requested for the provision of a bus stop at Phase 2 of Tsuen King Garden (the Hon TIEN Puk-sun, Michael);
 - (13) he enquired about the reasons for not introducing a new bus service plying between Tsuen Wan West and Kowloon East so far, and the reasons for the change of the location of departure of the special trips of bus route no. 930X from Discovery Park as proposed to Tsuen Wan West Station instead (the Hon TIEN Puk-sun, Michael);
 - (14) he was discontented with the statement of the KMB that there was room for reducing the service frequency of bus route no. 30X. He thought that the journey time of the route would be lengthened after the extension of routing which would travel via Tsuen Wan West Station. He thus requested that the service frequency of bus route no. 30X should be increased and suggested that interchange concession should be provided for passengers who took bus route nos. 30X and 230X to Tsuen Wan West Station for making interchanges to buses heading to Hong Kong Island East (Mr TSANG Tai);
 - (15) he welcomed the introduction of bus route no. N934 (Mr TSANG Tai);
 - (16) he welcomed the extension of the routing of bus route no. A31P which was re-routed to depart from Allway Gardens. He also suggested that a bus stop of the route should be provided at Tsuen Wan Centre (Mr TSANG Tai);
 - (17) he suggested that the service frequency of bus route no. 930X should be increased after it was re-routed via Tsuen Wan West Station (Mr MA Ting-hei);
 - (18) he welcomed and urged the introduction of bus route nos. N930 and N934 as soon as possible (Mr MA Ting-hei);
 - (19) he hoped that the bus route from Tsuen Wan to Hong Kong Island East would be introduced in 2020 as scheduled (Mr MA Ting-hei);
 - (20) he enquired about the timetable for the introduction of the bus route from Tsuen Wan West to Kowloon East which could satisfy the demand from the residents in the vicinity of Yeung Uk Road (Mr MA Ting-hei);
 - (21) he was pleased to learn that the TD had responded to his request for the introduction of bus route no. A38 and the extension of the routing to the vicinity of Tsing Lung Tau and Allway Gardens (the Hon CHAN Han-pan, Ben);

- (22) he welcomed the re-routing of bus route no. 52X via the Tuen Mun Road Bus Interchange, which could bring convenience to the residents in the vicinity of Castle Peak Road (the Hon CHAN Han-pan, Ben);
- (23) he suggested that the additional bus routes from Tsuen Wan town centre to Kowloon East should be introduced so as to cope with the population growth in Tsuen Wan town centre in future (the Hon CHAN Han-pan, Ben);
- (24) he enquired about the reasons for not extending bus route no. 40P into whole-day service and not extending its routing (the Hon CHAN Han-pan, Ben);
- (25) he supported and welcomed the extension of the routing of bus route no. 36X to Tsim Sha Tsui. It was expected that the route would be put into operation as scheduled and its service frequency would be increased so as to cope with the increase in patronage after it was re-routed via Nathan Road and Tsim Sha Tsui (Mr FUNG Cheuk-sum);
- (26) he objected to the reduction in service hours of bus route no. 36B and said that given that bus route no. 30X would no longer travel via Kowloon West, the residents would opt for bus route no. 36B. He thus believed that the patronage of bus route no. 36B would increase, and was concerned about the problem of lost trip of the route (Mr FUNG Cheuk-sum);
- (27) he hoped that bus route no. 40P would be extended into whole-day service, and requested for the introduction of a bus route providing direct access to the airport via Tsuen Wan East for the convenience of the residents (Mr FUNG Cheuk-sum); and
- (28) he was concerned about the extra journey time after the re-routing of bus route no. 30X via Nina Tower, and enquired about the approach adopted by the KMB to deal with it (the Chairman).

19. Sr Transp Offr/Bus/NTW of the TD responded as follows:

- (1) he noted Members' views on the bus service in the vicinity of Riviera Gardens and would explore with the bus companies the proposals on the provision of the additional interchange concessions for the residents of Riviera Gardens;
- (2) the TD would follow up with the bus companies on the unstable service frequency of individual bus routes;
- (3) he thanked Members for their support for the proposal on the introduction of late night bus services and said that the service schedules of the proposed routes were to be confirmed. If the proposal was supported by the members of the local community, the TD would further discuss the service details with Members;
- (4) the TD was preparing for the introduction of a bus route plying between Yau Tong and Tsuen Wan West Station. The TD would inform Members as early as practicable if the updated information was available;
- (5) the TD would draw reference from the views collected during the district-based consultation for the formulation of the service details of the newly proposed bus route plying between Tsuen Wan West and Hong Kong Island East;
- (6) currently, the bus service of bus route no. 40P was primarily provided during the morning and evening peak hours in which the passenger demand was keen. The TD understood that the demand for the route had been increasing over the past few years, and would closely monitor the change in passenger demand of bus route no.

40P. The TD would discuss with the bus company the service enhancement when necessary in order to meet the passenger demand; and

- (7) he noted Members' requests for the enhancement of the bus service plying between Tsuen Wan East and the airport as well as other districts, and for the enhancement of the bus service plying between Tsuen Wan and the HZMB Hong Kong Port.

20. Assistant Manager (Planning and Development) of the KMB responded as follows:

- (1) regarding the proposal on the provision of interchange concession for the interchanges from bus route nos. 238X and 238M to airport bus routes, the KMB was currently providing two types of interchange concession, including a fare reduction of up to \$6 or the exemption from the full payment of fare of the shorter bus journey, for the passengers who made interchanges from the two routes to all airport bus routes of the Long Win;
- (2) she noted the proposal on the provision of interchange concession for the passengers who departed from Riviera Gardens Bus Terminus to the bus stops at Texaco Road by taking bus route nos. 238X or 238M for the interchange to airport buses or cross-harbour buses. As the cross-harbour routes such as bus route no. 930X were not operated by the KMB, consideration should be made from the commercial perspective if the inter-company interchange concessions was provided ;
- (3) regarding the service of bus route nos. 238X, 238M, 38A and 38B, the KMB would closely keep in view the patronage of the routes after the intake of the housing estates nearby. If the patronage met the standard, the service frequency would be increased;
- (4) regarding the proposal on the provision of a bus stop for bus route no. 52X opposite the Tuen Mun Road Bus Interchange, the KMB needed to study the safety of passengers and feasibility of traffic arrangement with the TD before making further consideration;
- (5) regarding the proposal on the provision of a bus stop for bus route no. N934 at Phase 2 of Tsuen King Garden, the KMB could only make decision after observing the situation in detail following the introduction of the route; and
- (6) regarding the additional journey time of bus route no. 30X after the extension of routing, the KMB would conduct a test and formulate a timetable with reference to the actual situation so as to ensure that the service frequency during peak hours remained unaffected.

21. Chief Planning Officer of the CTB noted Members' views on the service hours of bus route no. 962N, and would study in detail the feasibility of the extension of service hours or the revision of the proposed time of departure. Regarding the proposal on increasing the service frequency of bus route no. 930X, the CTB would consider increasing the service frequency according to passenger demand and availability of resources.

22. Planning and Support Officer I of the Long Win responded that currently, a number of road transport were available for the residents in Tsuen Wan district to travel from Tsuen Wan district to the HZMB Hong Kong Port, including the direct service of bus route no. A31 to the HZMB Hong Kong Port, taking bus route no. A31P in Tsuen Wan district to Lantau Link Toll

Plaza for the interchange to bus route nos. A31, A33X, A36 or A41 to the HZMB Hong Kong Port through the Octopus Interchange Discount Scheme, and the access to the HZMB Hong Kong Port by taking regular bus routes of the KMB to Tsuen Wan district for the interchange to bus route no. A31. Passengers who adopted this road transport could enjoy the Octopus interchange concession for a discount of up to \$6 in the second journey. The Long Win noted the proposals on increasing the service frequency of bus route no. A38 heading to the airport during morning peak hours, the provision of a bus stop for bus route no. A38 at Phase 2 of Tsuen King Garden, and introduction of a bus route plying between Tsuen Wan East and the airport.

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

- (1) he said that the TD had agreed to introduce the bus service plying between Discovery Park and Sai Wan Ho by tendering in 2018. However, in the BRPP 2019-2020, the proposed new bus route travelling to Sai Wan Ho would depart from Tsuen Wan West Station instead, and the introduction of a bus route plying between Discovery Park and Sai Wan Ho was not mentioned either. He was discontented with the response of the TD and requested for an explanation from the TD (the Hon TIEN Puk-sun, Michael);
- (2) he pointed out that there were 50 000 residents in Tsuen King Circuit who needed to take bus route no. 39A at 20-minute headway to Tsuen Wan West Station for making interchange to Hong Kong Island East. The journey time for reaching Tsuen Wan West Station was approximately 20 minutes, i.e. the residents had to take 40 minutes to reach Tsuen Wan West Station which was extremely inconvenient (the Hon TIEN Puk-sun, Michael);
- (3) he enquired about the reasons for taking a long time to introduce the bus route from Tsuen Wan to Hong Kong Island East (Mr TAM Hoi-pong);
- (4) given that the bus route no. A31 had already served as a direct access from Tsuen Wan to the HZMB Hong Kong Port, he was opposed to the introduction of other bus routes from the HZMB Hong Kong Port to Tsuen Wan so as to avoid a large number of Mainland visitors under the Individual Visit Scheme came to Tsuen Wan (Mr TAM Hoi-pong);
- (5) he opined that the residents were not benefitted from the changes made to other bus routes in the BRPP 2019-2020 and the room for reducing the service frequency of bus route no. 36B was not reserved. He was also concerned about the serious problem of lost trip of bus route no. 36B during morning peak hours (Mr LAM Hin-fai);
- (6) he requested for the provision of a bus stop for bus route no. A38 at Tsuen Wan Centre and the provision of whole-day service of bus route no. 40P (Mr LI Hung-por);
- (7) she enquired about the provision of a bus stop for route no. A38 at the HZMB and the possibility of the extension of routing of bus route no. 934A to Hong Kong Island East (Ms LAM Yuen-pun, Phyllis);
- (8) she requested for the implementation of the introduction of the direct bus route no. 39S from Allway Gardens to Tsuen Wan West Station bypassing Tsuen Wan Centre as proposed earlier (Ms LAM Yuen-pun, Phyllis);

- (9) given that the service frequency of the return trip of bus route no. 30X heading to Tsuen King Circuit was low, she requested for the provision of interchange concessions to passengers who made interchange from bus route no. 234X to bus route nos. 39M, 39A, 30X and 30 heading to Tsuen King Circuit (Ms LAM Yuen-pun, Phyllis);
- (10) he opined that the patronage of bus route no. 930X would increase after the route was re-routed via Tsuen Wan West Station. However, the residents at Ma Tau Pa Road and Tsuen Wan Industrial Centre might not be able to get on the buses after the re-routing of the route. According to his observation in the morning on this meeting day, although the passengers at Ma Tau Pa Road could barely manage to get on the bus after 8:20 a.m., the passengers at Tsuen Wan Industrial Centre were unable to get on the bus. He therefore requested for the provision of the patronage data of bus route no. 930X after 8:20 a.m. (Mr NG Chun-yu);
- (11) given that the patronage of bus route no. A31P was very high in some timeslots currently, it was believed that the patronage would be even higher after bus route no. A38 was re-routed to provide service for three constituency areas of the TWDC. He thus requested that after observing the actual patronage of bus route no. A38, an increase in the service frequency in some timeslots should be considered (Mr WONG Wai-kit);
- (12) he hoped that bus route no. 934 would be extended into whole-day service and the routing would be extended to Causeway Bay (Mr WONG Wai-kit);
- (13) he suggested that a bus terminus should be provided at the Golden Villa through drawing reference from the approach of the provision of a roadside bus stop of bus route no. 40 in 2017, and the bus routes should be planned to provide service for the residents along Ting Kau (Mr WONG Wai-kit);
- (14) he requested for the provision of interchange concessions to passengers who made interchanges at Chung On Street from bus route nos. 48X and 40 to bus route nos. 290 and 290A heading to Tseung Kwan O (Mr WONG Wai-kit);
- (15) he requested that the current interchange concessions for the passengers who made interchange at Lik Sang Plaza from bus route nos. 42M and 243M to bus route no. 34M should be extended to cover bus routes nos. 234X, 48X, 34X and 40 so as to facilitate the passengers to travel to Tsing Yi (Mr WONG Wai-kit);
- (16) he requested for the extension of service hours of bus route no. N36 to 3:30 a.m. and the introduction of the return trip of bus route no. 36X (the Vice Chairman);
- (17) he requested for the extension of the routing of bus route no. 36A to the Festival Walk Public Transport Terminus to facilitate the residents to travel to Sham Shui Po (the Vice Chairman);
- (18) as he noticed that currently the patronage of the bus route from Shek Wai Kok Estate to Hong Kong Island was very low after 8:00 a.m., he suggested that changes could be made (the Vice Chairman);
- (19) he had all along been requesting for the extension of the bus routes from Lei Muk Shue Estate to Kowloon East into whole-day service, and was disappointed that the KMB rejected his request on the grounds that there was insufficient space in the Shek Wai Kok Bus Terminus (the Vice Chairman);
- (20) he suggested that under the premise of maintaining the service frequency of bus route no. 40P, the service hours of bus route no. 234C should be extended into 8:00

- a.m. to 8:00 p.m. with the service frequency maintained at 15-minute per trip (the Vice Chairman);
- (21) he requested for the extension of bus route no. 261B into whole-day service, and thought that bus route nos. 261B and 52X should complement each other (Mr NG Hin-lung, Norris);
 - (22) he requested for the extension of the existing routing of the special departure of bus route no. 962B to Wan Chai and Causeway Bay during peak hours and the re-routing of the morning special departure to Wan Chai and Causeway Bay after reaching Central via Hong Kong-Macau Ferry Terminal (Mr NG Hin-lung, Norris);
 - (23) he requested for an increase in service frequency of bus route no. 234D in order to meet the demand from passengers travelling from Tsuen Wan to Kowloon East (Mr NG Hin-lung, Norris);
 - (24) he requested for the provision of sectional fares for the section between Tuen Mun and Sham Tseng in the routing of bus route no. 52X, so that the residents would no longer wait for bus route no. 53 at 35-minute per trip (Mr NG Hin-lung, Norris);
 - (25) he was disappointed with the small number of new initiatives proposed by the KMB in the BRPP 2019-2020, and thought that in view of the intake of many housing estates in Tsuen Wan district shortly, the KMB would not be able to respond to the passenger demands if it did not keep abreast with the times (Mr CHOW Ping-tim);
 - (26) he was discontented that multiple interchanges among the bus routes travelling from Tsuen Wan to the HZMB should be made and thought that this was not the actual operation. He thus requested for the introduction of a direct bus route plying between Tsuen Wan and the HZMB so as to boost the usage of the HZMB (Mr CHOW Ping-tim); and
 - (27) he requested the TD to keep abreast with the times and to take into consideration the overall needs of Tsuen Wan district whilst formulating the BRPP instead of conducting the planning based on figures (Mr CHOW Ping-tim).

(Note: The Hon TIEN Puk-sun, Michael left the meeting at 4:35 p.m.)

24. Sr Transp Offr/Bus/NTW of the TD responded as follows:

- (1) he said that the purpose of proposed introduction of the bus route from Tsuen Wan to Sai Wan Ho was mainly to tie in with the new passenger demand brought by the developments in Tsuen Wan West and its vicinity. The TD would take into consideration the views collected during consultation altogether so as to determine the service arrangement of the route. The TD would brief Members on the proposal again if adjustment was made to the proposal of the route;
- (2) he undertook that the preparation for the bus route from Tsuen Wan to Kowloon East would be expedited in order to cope with the population growth in Tsuen Wan district in future;
- (3) in view of factors such as unstable road conditions, the TD would study the room for improvements in the service of different routes with the bus companies, for example, the proposed re-routing of bus route no. 934A for avoidance of the traffic congestion in the vicinity of Sai Lau Kok Road, the continued adjustment of the bus stop locations and the arrangements of the schedule details;

- (4) the TD would continue to encourage the bus companies to provide the bus fare concessions as far as possible according to the operating conditions in order to relieve the burden on members of the public;
- (5) he noted Members' requests for the extension of bus routes into whole-day service, such as bus route nos. 40P and 261B. However, as the TD hoped to make optimal use of the existing road networks and bus resources, the cross-district bus service of point-to-point routes was primarily provided during peak hours. The TD encouraged the public to make use of the existing public transport resources during non-peak hours and to consider travelling to and from different locations through making interchanges, with a view to helping alleviate traffic congestion on road; and
- (6) the TD would discuss with the bus companies and members of the local community the appropriateness of making adjustments to the bus stop facilities when necessary so as to meet the passenger needs and rationalise the bus operation.

25. Chief Planning Officer of the CTB responded that the CTB had continuously conducted patronage survey for all the routes. According to the findings of the patronage survey of bus route no. 930X, the highest patronage of the route during peak hours at the timeslot from 7:00 a.m. to 8:00 a.m. was recorded and the capacity rate reached around 75%. The CTB thus proposed that the departures of bus route no. 930X after 8:20 a.m. should be re-routed via the vicinity of Tsuen Wan West Station, so that passengers could opt for a faster cross-harbour route for travelling to and from Hong Kong Island after the service hours of bus route no. 930A. The CTB would closely monitor the patronage of bus route no. 930X and would consider increasing the service frequency according to the passenger demand and availability of resources. The CTB had also noted Members' proposals on bus route no. 962B for reference.

26. Planning and Support Officer I of the Long Win responded that currently, the residents in Tsuen Wan district could take bus route no. A31 for direct access to and from the HZMB Hong Kong Port, and the passengers who were not within the service scope of bus route no. A31 could make use of the interchange schemes as mentioned earlier to travel to and from the HZMB Hong Kong Port. The routing of bus routes travelling via the HZMB Hong Kong Port was arranged subject to the arrangements made by the Government on public transport network of the HZMB. The Long Win would continue to maintain close liaison and communication with the TD regarding the said arrangements. The Long Win also noted the proposals on increasing the service frequency of bus route no. A38 and the provision of a bus stop at Tsuen Wan Centre.

27. The Chairman concluded that Members were in general satisfied with the introduction of a number of new bus routes in the BRPP 2019-2020 which could benefit the residents in the vicinity of Castle Peak Road to Hong Kong Garden, Allway Gardens and Lei Muk Shue Estate. He welcomed the breakthrough of bus route no. 52X. Given the keen demand from the residents in the vicinity of Castle Peak Road, he hoped that the bus interchange terminus would be in optimal use for introducing the return trips of the bus routes. He was also concerned about the problem of reduction of the service frequency of bus route no. 36B in Lei Muk Shue Estate.

(Note: Mr TSANG Tai left the meeting at 5:00 p.m.)

V Item 4: Provision of a Roof Cover for the Pedestrian Walkway from Tsuen Wan West Station to Hoi On Road

(T&TC Paper No. 66/18-19)

28. The Chairman said that the Highways Department (HyD) submitted the paper and introduced the representatives of government departments and corporation who would brief Members on the captioned item, including:

- (1) Ms AU YEUNG Wai-sum, Senior Engineer/CWY1 (Sr Engr/CWY1) of the HyD;
- (2) Mr TANG Yiu-key, Project Coordinator/CWY1-1 (PC/CWY1-1) of the HyD;
- (3) Mr LAW Ho-kin, John, Engineer 3/Walkability (Engr 3/Walkability) of the TD;
and
- (4) Mr TAM Wing-yeung, Vincent, Technical Director of the Asia Engineering (HK) Limited.

29. PC/CWY1-1 of the HyD introduced the paper.

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

- (1) he was concerned about the project cost which might exceed the ceiling of \$30 million. When discussions were made previously, the length of the roof cover for the pedestrian walkway under design was considered based on the ceiling of \$30 million of the project cost. He was worried that it would take long to make funding application to the Legislative Council (LegCo) if the project cost exceeded the ceiling of \$30 million and the project initiation fell within Category C project under the Public Works Programme (PWP). He also enquired about the length of the roof cover for the pedestrian walkway if the ceiling of the project cost was \$30 million. He hoped that the roof cover could at least be extended up to the pedestrian crossing of Hoi Hing Road and Hoi On Road to serve its purpose (Mr WONG Wai-kit);
- (2) he had been requesting for the extension of the roof cover for the pedestrian walkway from the exit of Tsuen Wan West Station to Hoi Hing Road in the previous discussions. He thus enquired about the reasons for the exclusion of the road section between the exit of Tsuen Wan West Station and the pedestrian crossing at Hoi Hing Road in the current design of works (Mr WONG Wai-kit);
- (3) he enquired whether other proposals entailing the duration and the angle of the sunshine had been considered during design, such as the installation of the metal column which supported the roof cover on the right instead of the left of the walkway, and whether lighting facilities were included in the design (Mr WONG Wai-kit);
- (4) he was worried that the captioned project would be reduced to a “white elephant” project if the project cost exceeded \$30 million. He thought that the cost for the construction of walkway covers under the District Minor Works of the Tsuen Wan District Office (TWDO) was lower, and thus suggested that the construction work

- of roof cover for the pedestrian walkway should be outsourced to the TWDO to enhance the overall practicality (the Vice Chairman);
- (5) if a roof cover could be provided with the cost of \$30 million for the pedestrian walkway of 500 metres long, the project cost of the provision of the roof cover would reach \$60,000 per metre. He thus requested the HyD and the consultant company to reconsider the design of the roof cover or the overall approach of the construction work. The current project cost was unacceptable (Mr TAM Hoi-pong);
 - (6) he enquired whether the HyD had coordinated the works of the Cycle Track between Tsuen Wan and Tuen Mun with the Civil Engineering and Development Department (CEDD) and coordinated the enhancement works of the Tsuen Wan Waterfront with the DEVB (Mr TAM Hoi-pong);
 - (7) he pointed out that tree felling was involved in the works of the Cycle Track between Tsuen Wan and Tuen Mun by the CEDD. He hoped that extra care would be taken by the HyD for the five trees at the joints of the covered walkway in the works which would probably be removed (Mr TAM Hoi-pong);
 - (8) he enquired about the reasons for the project cost which exceeded the ceiling of \$30 million, the percentage of the cost of labour and materials accounted for in the project cost and the opacity of the roof cover under design (Mr YICK Shing-chung, Angus);
 - (9) he enquired about the coordination among the HyD, CEDD and DEVB if the construction works for the provision of the roof cover overlapped with the construction works for the Cycle Track between Tsuen Wan and Tuen Mun of the CEDD and the enhancement works of the Tsuen Wan Waterfront of the DEVB (Mr YICK Shing-chung, Angus);
 - (10) he opined that a covered walkway would not be provided directly outside Tsuen Wan West Station through the respective design. It had violated the original intention as stated in the 2016 Policy Address in provision of a roof cover for the pedestrian walkway connecting major public transport facilities or railway stations in all districts (Mr CHOW Ping-tim);
 - (11) he thought that if the estimation for the project cost, which exceeded \$30 million, was endorsed by the T&TC, the length and design of the walkway cover might be further revised in future. The cost estimation would be pushed up time and again. It might violate the original intention of the T&TC in provision of a roof cover for the pedestrian walkway (Mr CHOW Ping-tim);
 - (12) he believed that when the project exceeding the cost ceiling of \$30 million was funded by the LegCo after the project initiation for Category C project, the construction works of the Cycle Track between Tsuen Wan and Tuen Mun by the CEDD and the enhancement works of the Tsuen Wan Waterfront by the DEVB had already been completed. Thus, there would not be any clashes among the projects (Mr CHOW Ping-tim);
 - (13) given that the estimation for the project cost reached \$60,000 per metre, which differed greatly from the cost of \$30,000 per metre in the District Minor Works by the TWDO, he thus enquired about the reasons for the high project cost (Mr NG Hin-lung, Norris);

- (14) he opined that the design was quite common, and proposed to follow the Leisure and Cultural Services Department in adoption of tensile structure in the design of roof cover in the parks which could further accentuate the Tsuen Wan waterfront (Mr NG Hin-lung, Norris);
- (15) she was concerned about the problem of the project cost probably exceeding the ceiling of \$30 million, and opined that the longer the project took, the higher the project cost would be incurred. She thus suggested that other design proposals should be considered on the basis of the ceiling of the \$30 million, but she would not recommend the adoption of the design of the roof cover for the pedestrian walkway under the District Minor Works by the TWDO because she thought that it might not be able to accentuate the Tsuen Wan waterfront (Ms LAM Yuen-pun, Phyllis);
- (16) during the previous discussions, he had been requesting for the extension of the roof cover for the pedestrian walkway from the exit of Tsuen Wan West Station. He thus enquired about the reasons for the lack of roof cover at the section outside the exit of Tsuen Wan West Station in the current design (Mr CHAN Sung-ip); and
- (17) he enquired about the materials used for the walkway cover and their costs. He was concerned whether the cost of the materials was higher than that of the materials used for the walkway covers under the District Minor Works of the TWDO (Mr CHAN Sung-ip).

31. PC/CWY1-1 of the HyD responded that the preliminary estimation for project cost would exceed \$30 million if the current design was adopted, and the project cost would be lower if the total length of the walkway cover was reduced. In addition, the design of lightings was included in the diagram of the preliminary design. The HyD had displayed the relevant information in the PowerPoint at this meeting because the design of lightings was not shown in the paper submitted to the T&TC. The materials used for various parts of the roof cover included concrete foundation and square metal columns. Materials made of iron would be used for the beams supporting the roof cover, and aluminum panels would be used for the roof cover of the pedestrian walkway. In addition, even if the canvas was used for the roof cover, there would not be any significant difference in the project cost. Besides, apart from the shadow of the columns under sunlight, the effect of blocking out sunlight by the roof cover would not be affected no matter the column was installed on the left or on the right to the walkway because the roof cover mainly provided shelter under the sunlight. The proposed project cost of \$30 million in the feasibility study of the works included the cost of construction and outsourcing of the works supervision, but did not include the consultant fees for carrying out the study and design work. The HyD would design the longest walkway cover as far as possible within the budgetary framework of \$30 million.

32. Engr 3/Walkability of the TD responded that the works only included the provision of roof covers for the pedestrian walkway at the lots which were managed by the TD and maintained by the HyD. In addition, as shown in the information of the Lands Department, the area around the entrance of Tsuen Wan West Station was not under the management of the TD and HyD. The TD therefore could not provide the walkway cover within the private lots or the lots managed by the MTRCL. It was believed that the departments had prepared the

paper about the boundary for submission to the respective working group at the very beginning.

33. Sr Engr/CWY1 of the HyD responded that the HyD was only conducting the preliminary feasibility study at the moment. The estimation for the project cost was calculated based on the cost of other works contracts which had been completed by the HyD. When carrying out the detailed study, the HyD would design the longest walkway covers according to the ceiling of the project cost of \$30 million and the established design standards of the HyD with the aim to achieve simplicity, practicability, aesthetics and durability. He hoped that the works would commence as soon as possible.

34. Technical Director of the Asia Engineering (HK) Limited responded that as most of the underground utilities at the site were located on the left (facing Hoi On Road), the metal columns under design would be installed at the right instead of the left of the walkway for the construction of foundation, and reducing the scale of the relocation of the underground utilities as well as the construction cost.

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

- (1) at the very beginning of the discussion, he had pointed out that the project cost at \$30 million was very high and hoped that simplicity, practicability and cost-effectiveness were the primary factors of consideration for the project. Also, the project cost should be restricted to the budgetary framework of \$30 million so as to commence the works as soon as possible. He was disappointed with the HyD and TD which had taken 2-years' time and indicated at the moment that the preliminary study on the feasibility of the project was currently underway. He thus requested the HyD and TD to submit the timetable for the completion of the report of the detailed study (Mr WONG Wai-kit);
- (2) he believed that as currently the preliminary study on the feasibility of the project was still underway, there was still room for the departments to consider the ways to enhance the practicality and aesthetics of the roof cover. He had put forth the request at the beginning for an opaque design of roof cover for prevention of an undesirable environment for the pedestrian walkway due to the heat concentration thereon (Mr WONG Wai-kit);
- (3) the HyD had explained that as the walkway cover designed by the HyD was wider than that under the minor environmental improvement works by the TWDO, its construction cost would be higher (Mr WONG Wai-kit);
- (4) according to the works area tentatively earmarked by the HyD, he believed that the project might not overlap with the works area of the Cycle Track between Tsuen Wan and Tuen Mun by the CEDD and that of the enhancement works of the Tsuen Wan Waterfront of the DEVB (Mr WONG Wai-kit);
- (5) at first, he voted for the project at the meeting of the working group for the construction of the roof cover of the pedestrian walkway connecting to the Tsuen Wan West Station. However, as the roof cover of the pedestrian walkway under current design had not yet been connected to the Tsuen Wan West Station, it might constitute unfairness in the voting where other choices were available. He thus enquired whether it was feasible to construct the walkway cover at the lot outside

the Tsuen Wan West Station which was not managed by the HyD and TD, and handed over to the owner of the lot for management so as to achieve the original purpose (Mr TAM Hoi-pong);

- (6) he enquired whether the HyD had mainly adopted the aluminium panels at the initial stage of its design work, whether the adoption of other materials had been considered, and enquired about the differences in the designs by adoption of other materials. He also enquired about the accumulation of heat and the impact on pedestrians if aluminium panels were adopted for the roof cover under design (Mr YICK Shing-chung, Angus);
- (7) according to the current design of the walkway cover, the pedestrians would not be able to take shelter on rainy days or from southwesterlies. He hoped that the HyD would consider the problem (Mr CHAN Sung-ip);
- (8) he opined that the original purpose was violated as it was not connected with the Tsuen Wan West Station under the current design and might constitute unfairness in the voting where other choices were available. He thus requested the HyD to consider the construction of the walkway cover at the lot outside the Tsuen Wan West Station which was not managed by the HyD and TD, followed by the handover of the management of the walkway cover to the owner of the lot (Mr CHOW Ping-tim);
- (9) he opined that according to the current design, the pedestrians would not be able to take shelter in heavy rain. He also objected to adopt canvas for the roof cover because canvas was not effectively windproof (Mr CHOW Ping-tim);
- (10) if the project cost for the current design exceeded \$30 million, he would not support the proposal (Mr CHOW Ping-tim);
- (11) he had reservation on the explanation given by PC/CWY1-1 of the HyD because he thought that the function of the roof cover would be affected due to the position of the columns (the Chairman);
- (12) according to the current design, the covered walkway might occupy the emergency vehicular access. He thus enquired the HyD about the solution to the situation (the Chairman); and
- (13) when designing the alignment of the covered walkway at the beginning, it was anticipated that the covered walkway would be constructed along the cycle track. However, according to the current design, the alignment of the covered walkway was drastically revised to include the central part of the park. This might affect the future development of the location concerned in the park (the Chairman).

36. Technical Director of the Asia Engineering (HK) Limited responded that the covered walkways would not be constructed at the section which overlapped with the alignment of the emergency vehicular access in the project so as to keep the access clear for the emergency vehicles. In addition, the roof cover would be made of heat-insulating materials and supported by the frames with the cellular-structured layer for heat-insulating purpose.

37. Sr Engr/CWY1 of the HyD responded that the HyD would revise the alignment of the roof cover for the pedestrian walkway according to the latest design of the Advance Works of the Cycle Track between Tsuen Wan and Tuen Mun by the CEDD, and the central area of the park would not be involved in the alignment of the covered walkway.

38. Engr 3/Walkability of the TD responded that the roof cover would only be provided for the pedestrian walkway at the road sections managed by the TD in the works items under the “Provision of Covers on Walkway”. The TD would send a letter requesting the MTRCL to give consideration to the construction of a roof cover for connection, with a view to providing a well-connected covered walkway for members of the public.

39. PC/CWY1-1 of the HyD responded that regarding the rainproof function of the roof cover of the pedestrian walkway, the HyD would try to install awnings on the roof cover for the better rainproof effect through drawing reference from the design of walkway cover in other districts.

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

- (1) he thought that the use of canvas as the major material for the roof cover was well-suited for the environment of the Tsuen Wan waterfront. Besides, he pointed out that the project cost would be higher if a concrete or steel walkway roof cover in the same width was constructed and more anchorage points were fixed. He thus hoped that a balance among the appearance, cost and function would be sought (Mr NG Hin-lung, Norris);
- (2) he enquired whether the HyD would report the progress to the T&TC after the tendering exercise (the Chairman); and
- (3) if the project cost under the current design exceeded \$30 million, he would not support the proposal and thought that the T&TC should request the HyD to design the longest walkway cover under the budgetary framework of \$30 million (Mr CHOW Ping-tim).

(Note: Mr WONG Fah-man left the meeting at 5:43 p.m.)

41. Sr Engr/CWY1 of the HyD responded that the feasibility study of the project was conducted based on the alignment proposal chosen by the T&TC in 2017, which was deemed feasible by the HyD at the moment. Besides, the HyD could provide a more accurate estimation on the project cost only at the stage of detailed study and would design the longest walkway cover under the budgetary framework of \$30 million.

42. PC/CWY1-1 of the HyD responded that it was anticipated that a walkway cover of an approximate length of not less than 250 metres would be provided under the budget of \$30 million. Besides, the tendering exercise should be conducted for a Category D project which cost less than \$30 million. Before the tendering exercise, the HyD would conduct a detailed study so as to confirm the length of walkway cover which could be constructed within the budget.

43. The Chairman summarised that as the current project cost was only an initial estimation, the HyD could, only after the tendering exercise, report to the T&TC on the confirmed project cost and the possible length of walkway cover to be constructed according to the ceiling of the project cost. In addition, he urged the TD to actively follow up with the

MTRCL, with a view to constructing a walkway cover at the location outside the exit of Tsuen Wan West Station which was not managed by the TD.

VI Item 5: “Request the Transport Department and Highways Department to Improve the Road Alignment in the Vicinity of Yeung Uk Road and the Location of Pedestrian Crossing Off the Market in order to Maintain a Smooth Traffic of the Carriageway and Protect the Lives and Safety of Members of the Public”
(T&TC Paper No. 67/18-19)

44. The Chairman said that Mr CHOW Ping-tim submitted the paper.

45. Mr CHOW Ping-tim introduced the paper.

46. Officer-in-Charge, District Traffic Team (Tsuen Wan) (OC Dist Traffic Team (Tsuen Wan)) of the Hong Kong Police Force (HKPF) responded that the Police had been keeping in view the problem of illegal parking on Yeung Uk Road. In the past three months, 1004 Fixed Penalty Tickets (FPTs) were issued in Yeung Uk Road. To combat illegal parking of vehicles at the prohibited zone during non-patrolling hours of the Police, the Police had taken enforcement actions time and again through mobile video recording in the vicinity of Yeung Uk Road since August 2018, and the video clips of illegal parking of vehicles at the prohibited zone were sent to the Headquarters for the issuance of summonses to the owners of the vehicles. The Police would continue to keep in view the problem of illegal parking on Yeung Uk Road and take enforcement actions. The investigation report prepared by the Accident Investigation Team on the serious traffic accident on Yeung Uk Road in which a school bus was involved in January 2019 was still underway.

47. Engr/Tsuen Wan 1 of the TD said that the TD had been closely monitoring the traffic condition and, after the accident, the pedestrian crossing and the setting of the traffic light at the junction of the roads were reviewed again so as to verify that the setting was in compliance with the design standards of the TD. The TD also noticed the frequent traffic congestion in Yeung Uk Road eastbound off Yeung Uk Road Municipal Services Building, and previously proposed the designation of a 24-hour restricted zone at the roadside in Yeung Uk Road near Chuen Lung Street. The HyD had just completed the designation of the 24-hour restricted zone at the said area in March 2019. The TD believed that the problem arose due to illegal parking and parking of vehicles near the bus stop off Yeung Uk Road Market for the loading/unloading activities. As a result, the pick-up/drop-off by the buses on the second lane caused traffic congestion in Yeung Uk Road eastbound. Therefore, the TD believed that the traffic condition of the said locations could be improved by the designation of the 24-hour restricted zone. The TD would continue to monitor the situation and request the Police to take law enforcement actions at the said locations and would study the improvement measures when necessary.

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

- (1) passengers were unable to board at the minibus stop and needed to board the minibus on the carriageway because the goods vehicles were parked near the minibus stop off Yeung Uk Road Market for the loading/unloading activities (Mr KOO Yeung-pong and Mr MA Ting-hei);

- (2) lane-cutting by vehicles would probably become more dangerous after the planters at some road sections were removed. He also objected to the provision of additional pedestrian crossing (Mr KOO Yeung-pong);
- (3) he suggested that the Kerbside Loading and Unloading Bay Monitoring System and the Illegal Parking Monitoring System should be provided at the black spots of illegal parking (Mr MA Ting-hei);
- (4) he clarified that he suggested removing planters at some road sections and relocating the pedestrian crossing instead of providing additional pedestrian crossing (Mr CHOW Ping-tim);
- (5) the problem of illegal parking could not be solved by the designation of a 24-hour restricted zone. The loading/unloading activities of the vehicles carried on at the minibus stop which was designated as a 24-hour restricted zone by the TD years ago and caused obstruction to the pick-up/drop-off of passengers (Mr CHOW Ping-tim);
- (6) currently, the design of the road section was unsatisfactory. The TD should consider other improvement measures such as marking solid white lines on the inner lane and marking broken white lines on the outer lane, so that the vehicles running on the inner lane would not be allowed to switch to the outer lane (Mr CHOW Ping-tim);
- (7) he agreed that the captioned locations should be improved, but other traffic accidents would probably be triggered in the absence of planters at some road sections and he thought that the major traffic problems of the road section were illegal parking and red-light jumping of vehicles which sped through the road junctions or pedestrian crossings. He thus suggested that the speed of vehicles should be restricted or the vehicles should be requested to decelerate (Mr NG Chun-yu);
- (8) he urged the Police to step up law enforcement at the newly designated 24-hour restricted zone in order to tackle illegal parking (the Chairman); and
- (9) he enquired whether the TD had designated a 24-hour restricted zone at the junction of Yeung Uk Road and Chuen Lung Street (the Chairman).

49. Engr/Tsuen Wan 1 of the TD responded that owing to the parking of vehicles for loading/unloading activities and illegal parking of vehicles near the bus stop off the Yeung Uk Road Market, the minibuses and buses dropped off and picked up passengers on the outer lane. The designation of a 24-hour restricted zone was completed by the TD at the said location on 1 March 2019 and the effectiveness would have to be observed. The TD had also proposed the relocation of the bus stop to facilitate the pick-up/drop-off activities of the buses and the relocation works would be conducted by the HyD. Regarding the proposal on the removal of planters at some road sections, it was believed that the overall traffic condition in Yeung Uk Road would not be effectively rationalised because an additional traffic lane was not be provided even though the planters were removed.

(Note: Ms LAM, Lam Nixie joined the meeting at 6:10 p.m.)

50. The views and enquiries of Members were summarised as follows:
- (1) he believed that the traffic congestion on Yeung Uk Road was mainly due to the illegal parking of vehicles on Yeung Uk Road which caused obstruction to other vehicles turning into Chuen Lung Street (Mr TAM Hoi-pong);
 - (2) he agreed with the proposal on marking solid white lines on the inner lane and broken white lines on the outer lane to alleviate traffic congestion (Mr TAM Hoi-pong);
 - (3) he was concerned if vehicles on the outer lane were permitted to cut into the inner lane, the smooth traffic flow of the outer lane might be affected when there was traffic congestion in the inner lane (the Chairman); and
 - (4) currently, the traffic congestion on Yeung Uk Road was mainly because the buses on the outer lane cut into the inner lane to reach the bus stops. He thought that the problem could not be solved through designation of a 24-hour restricted zone or the law enforcement by means of mobile video recording (Mr CHOW Ping-tim).

51. The Chairman said that it was believed that vehicles were parked on Yeung Uk Road by the motorists out of convenience when they went shopping at the Yeung Uk Road Municipal Services Building or its vicinity. He thus suggested that the Police should step up law enforcement with a view to urging the motorists to park their vehicles in car parks. If the law enforcement proved futile, the HyD would need to consider Mr CHOW Ping-tim's proposal on removing the planters at some road sections and marking the solid white lines on the inner lane and broken white lines on the inner lane.

VII Item 6: Request to Improve the Transport Services between Tsing Lung Tau/Sham Tseng and Tsing Yi
(T&TC Paper No. 68/18-19)

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

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

54. Senior Transport Officer/Tsuen Wan (Sr Transp Offr/Tsuen Wan) of the TD responded that the TD had been conducting site surveys on the service performance of Green Minibus (GMB) route no. 308M to confirm whether the service of the route was provided in accordance with the prescribed service requirements. The TD noticed that in addition to the frequency prescribed in the service requirements, additional trips were arranged by the operators of the minibus route to cope with the demand. The TD noted the request for the additional special departures of GMB route no. 308M, and opined that interchange concession had been provided by the operator currently for the convenience of passengers. The TD would conduct further site surveys to learn about the actual situation and coordinate with the operators to review the room for enhancement.

55. Mr NG Hin-lung, Norris said that passengers travelling to work or school during peak hours were not diverted effectively after the interchange concession of \$1.1 of GMB route nos. 96, 96M and 308M were provided. Due to the excessively long waiting time for GMB route no. 308M heading to Tsing Yi, many passengers opted to take a ride to the hilltop first and made interchange to reach Tsing Yi. The survey results revealed that passengers who

had been waiting at the minibus stop in Sham Tseng Village since 7:55 a.m. could board the GMB route no. 308M only at 8:15 a.m., and that on top of the waiting time of GMB route nos. 96 and 96M at Tsing Lung Tau, it made up the total waiting time of 50 minutes which indicated the problem of the existing service. In view of the continuous population growth in the vicinity of Tsing Lung Tau and Sham Tseng, the TD should arrange special departures for the diversion of passengers and enhancement of service.

56. Sr Transp Offr/Tsuen Wan of the TD noted the supplementary information provided by Members. The TD would consider comprehensively the provision of public transport services in the vicinity of Tsing Lung Tau and Sham Tseng.

57. The Chairman concluded that he suggested the TD to take note of the problems of the minibus routes.

(Note: Mr KOT Siu-yuen and Mr CHOW Ping-tim left the meeting at 6:20 p.m.)

VIII Item 7: Strongly Request to Enhance the Frequency of Bus 36X

(T&TC Paper No. 69/18-19)

58. The Chairman said that Mr CHAN Yuen-sum, Sumly and Mr WONG Ka-wa submitted the paper.

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

60. Assistant Manager (Planning and Development) of the KMB noted Members' views. If the increased patronage of bus route no. 36X reached the respective level in compliance with the relevant guidelines of the TD after the extension of routing to Tsim Sha Tsui, the KMB would consider increasing the service frequency and providing the return trip of the route.

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

- (1) he welcomed the revision of the routing of bus route no. 36X in the BRPP 2019-2020, which would be routed via Nathan Road instead of Shanghai Street so as to avoid the traffic congestion in Argyle Street, Shantung Street and Battery Street. He hoped that the return trip services for bus route no. 36X would be provided and the service frequency of the route would be enhanced so as to cope with the transport demand from the residents in Lei Muk Shue Estate (the Vice Chairman); and
- (2) he hoped that the KMB could increase the number of trips of bus route no. 36X to two departures in morning peak hours (Mr CHAN Yuen-sum, Sumly).

62. Assistant Manager (Planning and Development) of the KMB noted Members' views.

63. The Chairman concluded that he hoped that the TD and KMB would further study the issues.

(Note: Mr LAM Faat-kang left the meeting at 6:24 p.m. The Hon CHAN Han-pan, Ben left the meeting at 6:25 p.m.)

IX Item 8: Request to Enhance Pun Shan Street for Two-way Traffic in order to Untie the Gordian Knot of the Industrial Area in Chai Wan Kok Street and Provide another Way-out for Improving the Obstruction

(T&TC Paper No. 70/18-19)

64. The Chairman said that Ms LAM, Lam Nixie submitted the paper.

65. Ms LAM, Lam Nixie introduced the paper.

66. Engr/Tsuen Wan 1 of the TD responded that the TD had assigned officers to conduct a site visit. Given that the problem of traffic congestion was due to the loading/unloading activities and illegal parking in Pun Shan Street and Chai Wan Kok Street, the TD would request the Police to step up law enforcement. The TD held that the conversion of Pun Shan Street into two-way traffic as proposed would aggravate the traffic congestion. The TD would continue to keep in view the situation and seek appropriate improvement measures.

67. OC Dist Traffic Team (Tsuen Wan) of the HKPF responded that the Police had received many complaints about the traffic congestion in Chai Wan Kok Industrial Area, which was believed to be caused by the illegal parking of vehicles. Given that vehicles queued for the parking spaces due to the insufficient parking spaces in the industrial area, the Police would assist in the diversion of traffic flow upon arrival and take enforcement actions. However, as the vehicles still returned to the industrial area at intervals for loading/unloading activities, the above interim measures were adopted to solve the problem. The Police would take enforcement actions as far as practicable in order to tackle traffic congestion.

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

- (1) he enquired whether the problem of the vehicles forming a queue to wait for parking spaces would be solved if Pun Shan Street was converted into two-way traffic (the Chairman);
- (2) she thought that the Police should not be held responsible for handling the problem and that in the long run, the problem could not be solved solely by the Police through the diversion of traffic (Ms LAM, Lam Nixie); and
- (3) although the road section between Pun Shan Street and the warehouse of Tom Lee Music was 7.3 metres in width, another road section in Pun Shan Street was 9.7 metres in width. She thus thought that the TD should not rely on the diversion of traffic by the Police to solve the problem which was mainly caused by the illegal parking of vehicles, and requested the TD to explain the reasons for declining her proposal and make attempts to tackle the problem actively so as to alleviate the traffic flow (Ms LAM, Lam Nixie).

69. OC Dist Traffic Team (Tsuen Wan) of the HKPF responded that the effectiveness of the conversion of Pun Shan Street into two-way traffic could be proved only after the implementation of the proposal. Besides, as the motorists would opt for the roads for their rides based on the situation at the scene, the Police was unable to forecast the effectiveness.

70. Engr/Tsuen Wan 1 of the TD pointed out that the TD did not designate any No-stopping Restriction Zone at the road section concerned after taking into consideration the demand for loading/unloading activities in the vicinity of Pun Shan Street where many industrial buildings were found. If Pun Shan Street was converted into two-way traffic, the traffic congestion might be aggravated and road safety problems might arise because other vehicles would move to the other lane beside the lane which was occupied by the vehicles for loading/unloading activities. The TD noted Members' concern on the traffic congestion in Pun Shan Street.

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

- (1) traffic congestion persistently occurred at the respective road section of Pun Shan Street of which the patronage was close to saturation at present. If Pun Shan Street was converted into two-way traffic, vehicles could leave via Castle Peak Road which had a lower patronage in the upper half of Pun Shan Street without travelling to Chai Wan Kok Street. She thought that the current traffic condition would not be affected by her proposal and the problem of traffic congestion could be improved. She stressed that her proposal on improvement measures was submitted after the meticulous study and calculation by transport experts. She was discontented with the TD for declining her proposal without giving any due consideration to the paper and relevant data. She thus requested the TD to study her proposal (Ms LAM, Lam Nixie); and
- (2) he suggested that vehicles travelling on Castle Peak Road should be prohibited from turning left to Chai Wan Kok Street, and should instead enter Castle Peak Road by making a left turn or enter Chai Wan Kok Street by making a right turn from the end of Hoi Shing Road (Mr KOO Yeung-pong).

72. The Chairman concluded that he hoped that the feasibility of the proposals from the two Members would be studied in detail after a site inspection was conducted.

(Post-meeting note: Members and the representatives from the government departments concerned had carried out the site inspections in Chai Wan Kok Street, Pun Shan Street, Castle Peak Road and Hoi Shing Road on 27 March 2019.)

X Item 9: Request to First Introduce the New Bus Priority Measures for Tsuen Wan District
(T&TC Paper No. 71/18-19)

73. The Chairman said that the Hon TIEN Puk-sun, Michael, Mr CHENG Chit-pun and Mr MA Ting-hei submitted the paper.

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

75. Engr/Tsuen Wan 1 of the TD responded that currently the TD was studying the provision of advisory road markings and traffic signs of "Give way to buses to leave bus stops" with a view to reminding motorists of giving way to buses leaving the bus stops. The TD was

currently carrying out a study on selection of suitable bus stops to serve as the trial sites so as to learn about the effectiveness of the scheme. The TD would take into consideration the traffic environment, road design and relevant traffic accident figures of the bus stops, and was currently seeking views from the franchised bus companies on the scheme. If further information on the design or selected trial sites were available, the TD would seek views from the Members concerned and local community for the implementation of the pilot scheme on the selected sites.

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

- (1) if legislation was made on the measures concerned, the workload of the Police would be increased. He thus thought that it was more feasible to encourage motorists to give way to buses through enhanced public education (Mr KOO Yeung-pong);
- (2) he supported the introduction of the new bus priority measures because the buses served the general public and carried more passengers than private vehicles (Mr NG Hin-lung, Norris);
- (3) he opined that the problem could not be solved by the provision of triangular give way markings and it was necessary to make legislation on the measures to enhance the practicality (Mr NG Hin-lung, Norris);
- (4) the road traffic would only become more dangerous if the measures were of advisory nature without any support through legislation. He opined that the TD should clarify the grey area of the measures such as determining the liability to the collision between a vehicle and a bus, and should introduce legislation to enhance the effectiveness of the measures (the Vice Chairman);
- (5) when the measures were implemented on a trial basis, the adjustment of all ancillary measures including the widening of roads and alteration to the direction of traffic flow, should be taken into consideration in the meantime (Mr YICK Shing-chung, Angus);
- (6) the legal liabilities incurred by the accidents arising from the traffic signs should be determined before the TD implemented the proposed measures on a trial basis (Mr CHENG Chit-pun);
- (7) he enquired whether Hong Kong would follow Singapore to impose penalties (the Chairman);
- (8) he enquired about the liability to the accidents, if any, incurred by the bus which followed the “Give way” marking to leave the bus stop first, and was concerned about how the Police conducted the law enforcement (the Chairman); and
- (9) he suggested that the traffic islands should be provided to prohibit other vehicles from entering the bus stop. He thought that the motorists would be given a clearer instruction by doing so (the Chairman).

77. Assistant Manager (Operations) of the KMB responded that the KMB supported the measures and hoped that they could be implemented as soon as possible.

78. Engr/Tsuen Wan 1 of the TD responded that at the current stage, a trial scheme on the provision of warning and advisory road markings and traffic signs of “Give way to buses to leave bus stops” should be launched first to assess the effectiveness. The TD hoped that the

motorists would be further encouraged to develop courteous driving with a view to enhancing the traffic safety through the trial scheme on the provision of the advisory road markings and traffic signs concerned. In general, the Police was responsible for the investigation of the cause of traffic accident and the liability problems. The Police would follow the normal practice to conduct investigation of the cause and liability of the traffic accidents. All motorists should drive safely and pay attention to the road traffic conditions whilst driving. When a bus was leaving the bus stop, the bus driver and the motorists of the nearby lanes should drive safely and pay attention to the road traffic conditions at all times. After assessing the effectiveness of the provision of road markings and traffic signs of “Give way to buses leaving bus stops”, the TD would consider about the necessity to study on introducing legislation on the bus-friendly measures. Given that the scheme was still at the testing stage, the timetable for the introduction of legislation was not available at the moment. The TD was still studying the designs of the relevant road markings and traffic signs and was currently identifying the suitable trial sites. The TD was also seeking views from the bus companies, and would further discuss with the Police.

79. OC Dist Traffic Team (Tsuen Wan) of the HKPF had reservations on the measures. He thought that given the complicated road conditions in Hong Kong, the designation of give way signage might make it more difficult for the motorists to decide whether to give way to buses and further exploration on the problem should be done. The provision of give way signage, regardless of whether it was only advisory with no legal binding effect in nature or with legislation in place, the driving attitude of the motorists was hardly changed immediately and might lead to more traffic accidents.

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

- (1) given that there were many concerns over the measures, he opined that the TD should first report to the T&TC on the views of other stakeholders prior to the implementation of the measures (the Chairman);
- (2) he enquired whether the TD would first seek views from other industries before the implementation of the measures (the Vice Chairman);
- (3) he enquired about the difference between the advisory road signs and the signs put up by other motorists on their vehicles (Mr YICK Shing-chung, Angus); and
- (4) currently there was no legislation on giving way to emergency vehicles. Given that legislation would be made on bus priority measures, he enquired whether the TD would make legislation on giving way to emergency vehicles in the meantime (Mr KOO Yeung-pong).

81. Engr/Tsuen Wan 1 of the TD responded that bus drivers did not enjoy absolute priority. All motorists should drive safely and pay attention to the road traffic conditions whilst driving. The TD noted Members’ views and would seek views from the Members concerned and the local community after the design and trial sites were further confirmed for the implementation of the pilot scheme.

82. The Chairman concluded that he held that the TD should seek views from the stakeholders of the trade, including goods vehicle, taxi and minibus on the proposed

measures. He also requested the TD to inform the T&TC if any special measures were formulated.

XI Item 10: Request to Pave the Surface of the Carriageway of Sha Tsui Road between Sheung Tsui Court and Fortune Commercial Building for Prevention of Sheet of Water which Affects the Passers-by on Rainy Days

(T&TC Paper No. 72/18-19)

83. The Chairman said that the Hon CHAN Han-pan, Ben and Mr NG Chun-yu submitted the paper. The Secretariat had received the written reply from the HyD prior to the meeting and had distributed it for Members' perusal.

84. Mr NG Chun-yu introduced the paper.

85. Senior District Engineer/General (3) (Sr Dist Engr/G(3)) of the HyD responded that during the road inspections previously, the HyD found that the subsided spots and accumulation of stagnant water at the road section between Sheung Chui Court and Fortune Commercial Building in Sha Tsui Road were caused by the sunken manhole covers of individual waterworks. The Water Supplies Department had been informed immediately for carrying out road maintenance and resurfacing works, and the stagnant water was cleared after the road maintenance. Regarding Members' concern on the damaged footpath, the HyD would inform the relevant Maintenance Section for follow-up. In view of the approaching rainy season, the HyD would closely monitor the respective road conditions and take immediate actions when accumulation of stagnant water was identified. Besides, the HyD would arrange the road resurfacing works timely according to the degree of urgency of the projects and the allocation of resources.

86. Mr NG Chun-yu requested the HyD for the provision of the definite schedule of the works.

87. The Chairman concluded that the HyD was asked to note the request.

XII Item 11: The Passengers Aboard Problem of Ma Wan Residents' Buses Caused by the Private Vehicles Waiting for Entering Tsuen Wan Multi-storey Car park Building

(T&TC Paper No. 73/18-19)

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

89. Mr TAM Hoi-pong introduced the paper.

90. Engr/Tsuen Wan 1 of the TD responded that if the road was blocked by the vehicles which were waiting at the entrance/exit of the car park in Tsuen Wan Multi-storey Car Park Building, the Police might request the vehicles to leave. If loading/unloading activities were not conducted by the vehicles parked at the lay-by, the Police might take law enforcement against the illegal parking of vehicles. The TD noticed that the traffic congestion of the location concerned was caused by the residents' buses waiting for passengers at the lay-by. The TD had urged the operators of the residents' buses to arrange the pick-up/drop-off of passengers at the designated temporary residents' bus stops and the residents' buses should

leave immediately after picking up and dropping off passengers so as to prevent traffic obstruction. The TD had previously requested the Police to deploy police officers to the lay-by with a view to stepping up law enforcement.

91. OC Dist Traffic Team (Tsuen Wan) of the HKPF responded that upon arrival at the scene, the police officers would advise the vehicles to leave if they were found waiting at the queue to enter the car park. The motorists of the queue should observe the instructions given by the uniformed officers or traffic wardens and drive away their vehicles from the location concerned which was not a restricted zone if traffic congestion occurred due to a queue of vehicles. The Police would also issue summons to the vehicles which were parked at the lay-by and caused obstruction to other road users of quick pick-up/drop-off or loading/unloading activities. Apart from taking law enforcement, the Police had discussed the problem with the management company of the car park. It was hoped that the management company would take action to urge the vehicles to leave, in addition to informing the Police, when a queue of vehicles was found at the entrance and exit of the car park so as to minimise the inconvenience caused to members of the public. According to the observations by the Police, illegal parking of residents' buses at the lay-by, which was identified in addition to the illegal parking of private vehicles, had violated the conditions of the quick pick-up/drop-off at lay-by as permitted in the Passenger Service Licence. In the past three months, the Police had already issued 394 FPTs against illegal parking.

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

- (1) he opined that efforts should be stepped up to urge the management company of the car park to assist in tackling the problem, including deploying management staff of the car park to control the number of vehicles queuing for parking spaces according to the traffic flow at the scene (Mr WONG Wai-kit);
- (2) he suggested swapping the location of the residents' bus stop of Ma Wan and that of Rhine Garden outside Fu Wah Centre in Sai Lau Kok Road, and thought that his proposal was conducive to solving the problem of boarding of the residents of Ma Wan directly and effectively (Mr KOO Yeung-pong);
- (3) he suggested that the bus stop of the residents' buses of Ma Wan should be relocated at the vicinity of the bus stop at the Tsuen Wan Multi-storey Car park Building on Castle Peak Road (Kwai Chung bound) (Mr KOO Yeung-pong);
- (4) he enquired whether the TD had imposed a mandatory requirement on the management company of the car park that only two vehicles at most were allowed to wait at the lay-by during the selection process of the management company of the car park (the Vice Chairman);
- (5) he suggested that the TD should make arrangements for the vehicles waiting for hourly parking spaces to queue at the ramp inside the car park so as to avoid causing obstruction to the entrance of the car park (the Vice Chairman);
- (6) he thought that the management staff of the car park might not have the authority to request the vehicles waiting for parking spaces to leave, and in the end assistance from the Police was required (Mr CHAN Sung-ip);
- (7) he opined that the proposed relocation of the bus stop of Ma Wan residents' buses to the location outside Fu Wah Centre in Sai Lau Kok Road or near the bus stop on Castle Peak Road (Kwai Chung Bound) close to the Tsuen Wan Multi-storey Car

Park Building in Sai Lau Kok Road was feasible. However, he thought that the footpaths might not be spacious enough for passengers to queue for the residents' buses of Ma Wan, and might cause obstruction to other footpath users (Mr CHAN Sung-ip);

- (8) he agreed with the proposal on the arrangement of vehicles which were waiting for the hourly parking spaces to queue at the ramp inside the car park, but he was not sure whether there was any precedent which allowed the vehicles to temporarily queue in the opposite lane of the ramp and drive back to the car park when hourly parking spaces were available (Mr TAM Hoi-pong);
- (9) he opined that the management company of the car park was also responsible for tackling the problem of road obstruction caused by the vehicles queuing for parking spaces (Mr TAM Hoi-pong);
- (10) he enquired about the feasibility of marking the single yellow line at the lay-by outside the car park (Mr TAM Hoi-pong);
- (11) he thought that the Police could only drive away the vehicles which were involved in road obstruction from the roads marked with single yellow line or double yellow lines (the Chairman); and
- (12) he thought that the TD should have the greater responsibility in tackling the problem because the management of the car park was outsourced by the TD to the management company (the Chairman).

93. Sr Transp Offr/Tsuen Wan of the TD responded that Tsuen Wan Multi-storey Car Park Building in Sai Lau Kok Road was managed by the dedicated section of the contract management of Government car parks of TD, but the management staff of the car park were not conferred with the authority to take law enforcement outside the car park. The respective section of the TD had also considered arranging the vehicles waiting for hourly parking spaces to queue up inside the car park. However, as there were many kerbs on the ramp, the vehicles were not allowed to queue in opposite direction. The proposal was thus deemed unfeasible.

94. The Chairman concluded that he was pleased to learn that the Police had issued the FPTs to the illegally parked residents' buses and believed that the deterrent effect was achieved. He pointed out that the TD had ceased to issue the Passenger Service Licences to operators providing service at the lay-by for many years. He also hoped that the Police would pay special attention to the traffic congestion at the location concerned, and suggested that the TD should consider other methods to tackle the problem of the queue of vehicles at the location concerned.

(Note: Ms LAM, Lam Nixie left the meeting at 7:27 p.m.)

XIII Item 12: Strongly Request to Set up an Airport-bound Passenger Boarding Stop of Long Win A38 Airport Bus Services under Planning near Bayview Garden for the Convenience of Passengers

(T&TC Paper No. 74/18-19)

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

96. Mr WONG Wai-kit introduced the paper.

97. Sr Transp Offr/Tsuen Wan of the TD responded that the TD noted the captioned request and would study the captioned request together with the feasibility of the provision of bus stops at different locations in the BRPP 2019-2020 of Tsuen Wan district for the convenience of the public.

98. Planning and Support Officer I of the Long Win responded that after the on-site inspection, it was found that the buses would not be able to make U-turn after stopping at the proposed bus stop outside Bayview Garden Bus Terminus due to the geographical constraint at the scene. Given that bus route no. A38 was routed via Tsuen King Circuit and Lai Chi Road, the provision of a bus stop for route no. A38 outside Bayview Garden Bus Terminus would lengthen the journey time and affect the passengers boarding from Tsuen King Circuit and Lai Chi Road. Therefore, the Long Win would first consider and study with the TD on the feasibility of the provision of a bus stop near Bayview Garden under the premise of maintaining the existing routing of route no. A38. The Long Win would continue to listen to Members' views and identify the proposal which would not affect other passengers and could bring convenience to the residents in the vicinity of Bayview Garden.

99. Mr WONG Wai-kit said that the TD had earlier made use of the modelling technology for the simulation of the proposal on the study of the enhancement works at the roundabout. He hoped that the TD and Long Win would consider the proposal seriously and solve the relevant technical problems. As the original routing travelled to Sham Tseng via Hoi On Road, he suggested that route no. A38 should be re-routed to get direct access to the Bayview Garden Bus Terminus via Hoi On Road on top of the provision of an additional bus stop at the proposed location, and then head to Sham Tseng by running the original routing.

100. Engr/Tsuen Wan 1 of the TD responded that an on-site inspection was conducted earlier together with the Members concerned and representatives from the Long Win and the Transport Operations Division of the TD. The findings of the computer simulation analysis were explained, viz. the 12.8 metres long buses were unable to make U-turns at the roundabout in Po Fung Road.

101. The Chairman concluded that he hoped that all parties would continue to study the feasible measures, with a view to satisfying the traffic demand from the residents of housing estates including Phase 2 of Belvedere Garden and Bayview Garden.

XIV Item 13: 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 15 February 2019)
(T&TC Paper No. 75/18-19)

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

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

- (1) he enquired about the details of the dissenting views received about the remaining works of the pedestrian crossing in stage 2 of the enhancement works of the pedestrian crossing facilities at Wang Lung Street near Lung Tak Street (Phase 2) under Project No. NE/16/00832-36, the details of the investigation conducted by the TD, and the relevant temporary traffic arrangements (Mr NG Chun-yu);
- (2) he objected to the enhancement works of the road traffic signs on Castle Peak Road-Tsing Lung Tau near Anglers' Bay under Project No. TW/19/00007-52. As the enhancement site was a bus bay, he believed that the "stop" sign which substituted the "give way" sign and the traffic light provided at the other lane would encourage the vehicles to make use of the lane next to the bus bay for entering Castle Peak Road to save time and, as a result, the stop signage was ignored. He anticipated that such an arrangement would fail to accord priority for entering the Castle Peak Road to the bus and, worse still, increase the difficulty for buses to enter Castle Peak Road from the bus bay, resulting in the decrease in the speed of the buses. He thus suggested that a bus-only lane should be provided at the enhancement site instead (Mr NG Hin-lung, Norris);
- (3) he enquired about the number of roadside iron bollards to be provided in Heung Wo Street under Project No. TW/18/02669-16. As he learnt earlier that the works would be implemented in stages, he enquired about the details and was concerned about the complaints over the works received by the Public Complaints Office of the LegCo (Mr KOO Yeung-pong); and
- (4) he learnt that many objections were received from the local community regarding the construction work for the provision of roadside iron bollards at Heung Wo Street under Project No. TW/18/02669-16 and enquired whether district-based consultation and mediation had ever been carried out (Mr YICK Shing-chung, Angus).

104. Sr Dist Engr/G(3) of the HyD responded that regarding Project No. NE/16/00832-36, the construction of the passing bay was completed by the HyD in December 2018. Subsequently, objections to the provision of the pedestrian crossing facility near Lung Tak Street were received and were settled through mediation by the TD in February 2019. The HyD would conduct the re-planning of the road works and implement the preliminary preparation works. Regarding Project No. TW/18/02669-16, the HyD had received the Works Order from the TD, and would commence the works in early April which would be divided into four phases. The first phase of the works would be conducted at the footpath in Heung Wo Street near the south of Yuen Tun Circuit for about one month. The second phase of the works would be conducted at the footpath in Heung Wo Street near the north of Yuen Tun Circuit, and the third and fourth phases would be conducted at the footpath in Heung Wo Street near Heung Shing Street. The works would firstly commence at the entrances/exits of the buildings and outside the entrance of shops which would not be affected. The HyD had also been informed of the complaints received by the Public Complaints Office of LegCo by the TD, which would take further follow-up actions and instruct the HyD about the details of works.

105. Engr/Tsuen Wan 2 of the TD responded that regarding Project No. TW/19/00007-52, the TD decided to replace the road and traffic signs with the stop signage in view of safety so as to stop the vehicles from entering the bus bay to avoid the direction of traffic light and to remind the motorists to pay attention to road conditions.

106. The Chairman said that as far as he knew, the TD was carrying out the mediation work for the provision of roadside iron bollards under Project No. TW/19/00007-52.

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

(A) Working Group on Tsuen Wan Footbridge Network

107. Mr KOO Yeung-pong reported that according to the information provided by the HyD in late February 2019, the consultation programme of Footbridge B (PWP Item No. 145TB) had commenced. The meeting of the Focus Group on Hoi Shing Road was held on 16 January 2019, and the preparation for the meeting of the Focus Group on Tai Chung Road and other public consultations were underway. The HyD was currently formulating a plan for implementation of the two projects concurrently, namely Footbridge C (PWP Item No. 145TB) and Footbridge E (PWP Item No. 196TB), including the review of the public opinions and technical data which were obtained over the years. The HyD also started liaising with the relevant government departments for collection of the latest information about the two pedestrian footbridge projects and exploration of the various feasible proposals on alignment. The HyD also planned that the preliminary consultation on the alignments of Footbridge E in the housing estates nearby such as Chelsea Court and The Pavilia Bay would commence in the first half of 2019 so as to collect more views from residents. Regarding Footbridge D (PWP Item No. 164TB), the relocation of underground public utilities, ground investigation, footbridge foundation works, transplanting and compensatory planting of trees had been completed. Besides, the construction works of the pile, elevator tower and staircases, as well as the installation and connection works of the footbridge deck had commenced. The HyD would continue to follow up on the details of the 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. In addition, regarding the escalator works of the pedestrian footbridge of Tai Wo Hau MTR Station, the HyD would handle the objection received during the gazettal period in accordance with the established procedures. The relevant design work of the foundation, structure, lighting, landscaping, drainage, mechanical and electrical works, etc. would be continued.

(B) Task Force on Public Transport Network

108. Mr CHENG Chit-pun reported that the 25th meeting of the Task Force would be held on 13 March 2019.

(C) Working Group on Road Safety Education and Promotion

109. The Vice Chairman reported that the Working Group had no special business to report.

110. The Chairman stated that the meeting of the Finance and In-house Working Group would be held on 11 March 2019 for discussion on the allocation of District Council funds in

the coming financial year. He hoped that after this meeting, the convenors of all working groups under the T&TC would start preparing the applications for District Council funds and the details of the activities co-organised by the Working Group and district organisations for consideration and approval of the T&TC at its meeting in May 2019.

XVI Item 15: Any Other Business

111. The views of Members were summarised as follows:

- (1) the lighting of the traffic bollard at the junction of Ma Wan Rural Committee Road and Pak Lam Road was frequently out of order (Mr TAM Hoi-pong); and
- (2) he suggested that the residents' views on the provision of roadside railings along Yau Ma Hom Road should be sought only after the completion of works in Yau Ma Hom Road car park (Mr CHAN Yuen-sum, Sumly).

112. The Chairman requested the TD and HyD to note the views and learn about the details of the problems from Members after the meeting.

113. Members noted the contents of the following information papers:

- (1) Financial Statement of Traffic and Transport Committee as at 15 February 2019 (T&TC Paper No. 76/18-19); and
- (2) Dates of Meetings of Traffic and Transport Committee between May 2019 and September 2019 (T&TC Paper No. 77/18-19).

114. The Chairman reminded Members that the next meeting was scheduled for 6 May 2019 and the deadline for submission of paper was 16 April 2019.

XVII Adjournment of Meeting

115. There being no other business, the meeting was adjourned at 8:00 p.m.

Tsuen Wan District Council Secretariat

April 2019

Minutes of the Traffic and Transport Committee Meeting Held on 7 January 2019Amendments

(1) Line 1 of Paragraph 21, page 6:

Original	He hoped that the Police and TD would note Members' views and step up law enforcement.
Amendment	He hoped that the Police, and TD <u>and EPD</u> would note Members' views and step up law enforcement.

(2) Line 2 of Paragraph 40(1), page 9:

Original	for recording the information such as the number plates, data 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 a single yellow line
Amendment	for recording the information such as the number plates, data 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 a single yellow line <u>at the yellow hatched markings</u>

(3) Line 2 of Paragraph 40(2), page 9:

Original	Given that the drivers picked up and dropped off passengers along the double yellow lines or waited for passengers at the single yellow line
Amendment	Given that the drivers picked up and dropped off passengers along the double yellow lines or waited for passengers at the single yellow line <u>at the yellow hatched markings</u>