

(Translation)

Minutes of the 21st Meeting of Traffic and Transport Committee (1/2019)

Date: 6 May 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 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 CHEUNG Wai-nga, Katherine (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 LEE Man-chow, Francis	Project Team Leader/Pier Improvement Unit, Civil Engineering and Development Department
Mr CHAN Hing-yin	Senior Engineer/Projects 2, Civil Engineering and Development Department
Mr LII Kin-chiu	Project Coordinator/Projects 2 C, Civil Engineering and Development Department
Mr CHIU Cho-keung	Director, Ove Arup & Partners Hong Kong Limited
Mr WONG Chi-shing	Officer, Ove Arup & Partners Hong Kong Limited

For discussion of item 7

Mr CHEN Kin-tung, Tommy	Senior Estate Surveyor/Central (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department
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For discussion of item 11

Mr WONG Wai-lim, William	Senior Transport Officer/Transport Facilities Management 1, Transport Department
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Absent:

Co-opted Members

Ms FAN Regine Hui-yu
Mr LAM Hin-fai

The Meeting

I Opening Remarks and Introduction

The Chairman welcomed the Members, Co-opted Members and representatives from the Government and corporations to the 21st meeting of the Traffic and Transport Committee (T&TC), and introduced Miss CHEUNG Wai-nga, Katherine, the new Secretary of the 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 4.3.2019

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 64 to 72 of the Minutes of the Meeting held on 4 March 2019: 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

4. Engineer/Tsuen Wan 1 (Engr/Tsuen Wan 1) of the Transport Department (TD) reported that the TD had conducted a site inspection at Chai Wan Kok Street and Pun Shan Street with Members on 27 March 2019. The TD had explained why it was infeasible to change the direction of traffic movement in Pun Shan Street from one-way traffic to two-way traffic and had proposed improvement measures on the traffic conditions in the industrial area in Chai Wan Kok Street, such as changing the existing direction of traffic movement in Pun Shan Street. The TD was currently arranging for a consultation on the proposals concerned.

5. Mr WONG Wai-kit enquired whether the TD was considering revising the proposal so as to enable vehicles to make left turn into Pun Shan Street from Chai Wan Kok Street and change the direction of traffic movement in Pun Shan Street to one-way traffic.

6. Engr/Tsuen Wan 1 of the TD responded that the Member had given a precise comment.

7. The Chairman said that a wider road in front of Sha Tsui Road was identified during the on-site inspection. He opined that the TD might consider arranging the vehicular flow to enter the industrial area from the road concerned and exit from Pun Shan Street, subject to the findings of its study. He requested the TD to report to the T&TC if there was any progress.

IV Item 3: Improvement Works of Shek Tsai Wan Pier in Ma Wan
(T&TC Paper No. 1/2019)

8. The Chairman said that the Civil Engineering and Development Department (CEDD) submitted the paper and introduced the representatives of the CEDD and the corporation who would brief Members on the captioned item, including:

- (1) Mr LEE Man-chow, Francis, Project Team Leader/Pier Improvement Unit (Project Team Leader) of the CEDD;
- (2) Mr CHAN Hing-yin, Senior Engineer/Projects 2 of the CEDD;
- (3) Mr LII Kin-chiu, Project Coordinator/Projects 2 C of the CEDD;
- (4) Mr CHIU Cho-keung, Director of the Ove Arup & Partners Hong Kong Limited (OAP); and
- (5) Mr WONG Chi-shing, Officer of the OAP.

9. Project Team Leader of the CEDD and Officer of the OAP introduced the paper.

(Note: Mr YICK Shing-chung, Angus and Mr WONG Fah-man joined the meeting at 2:46 p.m. Mr CHENG Chit-pun joined the meeting at 2:47 p.m. The Hon TIEN Puk-sun, Michael and Mr NG Tsan-ming joined the meeting at 2:52 p.m.)

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

- (1) he supported the project and hoped that it would commence as soon as possible, so that the pier would be made available for use by Ma Wan residents (the Vice Chairman);
- (2) the lighting system was proposed to be powered by solar energy in the preliminary design. He enquired whether the lighting system could continue to operate late into the night; if not, he suggested that the CEDD should consider installing additional solar panels or increasing the solar energy storage capacity (the Vice Chairman);
- (3) he enquired about the materials of roof cover and the target water depth of the pier upon improvement as well as the construction methods as proposed in the preliminary design (Mr NG Hin-lung, Norris);
- (4) he enquired whether back-up power supply would be provided at the pier to maintain the normal operation of the lighting system on cloudy days and at night. If the back-up power supply connected to the electricity grid, he enquired whether consideration would be given to the installation of additional solar panels on the roof cover to generate electricity for the electricity grid (Mr NG Hin-lung, Norris);
- (5) he learnt that the pier was originally a privately-owned pier. He thus enquired about the details of ownership transfer and whether the Government would be the sole owner of the pier after ownership transfer (Mr NG Hin-lung, Norris);
- (6) as the fish farming industry was prosperous in Ma Wan, he hoped that the CEDD would pay more attention to the possible impact of the project on the environment and water quality (Mr CHAN Yuen-sum, Sumly);
- (7) he enquired whether the project would involve dredging of seabed and larger vessels could be berthed at the pier after completion of the project. He was

also concerned about the design and safety of the floating platform (Mr CHAN Yuen-sum, Sumly);

- (8) he enquired about the estimated cost and scale of the project (Mr TAM Hoi-pong);
- (9) he proposed that the corrugated design of the roof cover should be improved to accommodate more solar panels, with a view to powering the street illumination nearby and reducing the reliance on the electricity grid for power supply (Mr TAM Hoi-pong);
- (10) he learnt that the CEDD would seek approval for implementation of the project in accordance with the Foreshore and Sea-bed (Reclamations) Ordinance. He thus enquired why the CEDD did not adopt the design of piled pier to minimise the impact on water quality (Mr TAM Hoi-pong);
- (11) he supported the preliminary design in principle. The pier would be battered by waves generated by large vessels passing through Ha Pang Fairway/Ma Wan Fairway which were situated to the north of the pier. Therefore, he proposed that the traditional terrace design should be adopted for the north of the pier for fishermen's use and the proposal was accepted. A floating platform would be set up at the south of the pier to assist the passengers of small crafts and the elderly in boarding and alighting (Mr CHAN Sung-ip);
- (12) he welcomed the project and believed that it would make Ma Wan community a better place. He was concerned that the project would not commence until 2022. He also enquired about the construction period and the government department responsible for the repair and maintenance of the pier after completion of works (Mr LAM Faat-kang); and
- (13) he recommended the extension of the lighting system of the pier to the coast and the installation of additional solar panels on the roof cover, in order to enhance the green elements in the design of the pier (Mr LAM Faat-kang).

11. Officer of the OAP responded as follows:

- (1) as the project was still in the stage of preliminary design, the estimation on the electricity consumption of the pier and the number of solar panels at the pier would be made in the subsequent stage of detailed design;
- (2) the lighting facilities of the pier would also be connected to the existing electricity grid which served as back-up power supply, with a view to ensuring the normal operation of the lighting system at the pier when there was inadequate solar energy;
- (3) as the project was still in the stage of preliminary design, the materials of the roof cover at the pier had not yet been determined. The materials currently available for selection were, namely, tempered glass, aluminum materials, polycarbonate and ethylene tetrafluoroethylene and each type of material had its own advantages and disadvantages. The proposal on the design of the roof cover which allowed partial penetration of natural light or was light-proof by stakeholders would be taken into consideration in the detailed design;

- (4) the water depth of the existing pier was approximately between 0.5 metre and 1 metre. After completion of the improvement works, the new pier would be extended to the seabed with water depth of about 2 metres for the berthing of larger vessels;
- (5) the project would adopt the trenchless technology to prevent produce of particles or suspended materials in the water during the construction period, thereby reducing the possible impact on the fish farming industry and water quality in Ma Wan;
- (6) to ensure the safe use of the pier by the people in need, the elders, the young children and pregnant women, both traditional terrace and floating platform would be entailed in the preliminary design;
- (7) in the preliminary design, the proposed lengths of the pier upon improvement and the floating platform were about 33 metres and about 22 metres respectively; and
- (8) the lighting facilities of the pier would be activated subject to the daylight intensity. The facilities would be generally activated from about 5:30 p.m. in the evening to about 6:00 a.m. in the morning of the following day. The lighting facilities would also be automatically activated even if the daylight intensity was at a lower level.

12. Project Team Leader of the CEDD responded as follows:

- (1) the pier was constructed on government land during the development of Ma Wan. Upon completion of the improvement works concerned, the pier would be converted into a public pier owned by the Government and the CEDD would take up the repair and maintenance of the pier;
- (2) the project cost was estimated to be \$30 million to \$40 million. The anticipated construction period was two years and it was expected that the project would commence in 2022;
- (3) besides the roof over of the pier, the CEDD would consider installing lighting facilities along the coast at the pier in the detailed design; and
- (4) as the pier was constructed on a sandy seabed, the trenchless technology would be adopted for the construction of a gravity-type pier, which would minimise the impact of the works on the surrounding environment. A gravity-type pier did not only reduce the level of waves at the berthing location to the south of the pier, but also saved the high cost of piling works.

13. Director of the OAP responded that he believed that the project would not cause serious noise nuisance and air pollution given the remote location of the pier. To reduce the impact of the project on the water quality, the OAP would urge the contractor to install silt curtain and make continued efforts to monitor the impact of the works on the water quality during the construction work. If suspended materials were found during the construction work, the resident engineers would take necessary actions immediately.

14. The views and enquiries of Members were summarised as follows:
- (1) he was discontent with the preliminary design of the pier. Although a corrugated roof cover was adopted, the overall design of the pier was run of the mill and the public money would go down the drain. If Ma Wan was developed into the major tourist attraction and the Government had adequate resources, the CEDD should endeavor to work out a design of pier with more distinctive features (Mr CHOW Ping-tim);
 - (2) he was doubtful as to whether the consultant played a role in designing the pier or assessing the feasibility of the project (Mr CHOW Ping-tim);
 - (3) to tie in with the promotion of the sport of angling by the Government and given that rock fishing with floating bait was popular nowadays, he suggested that the CEDD should consider designating part of the pier as an angling zone (Mr CHOW Ping-tim); and
 - (4) he enquired whether consideration would be given to the transfer of surplus electricity to the electricity grid if the electricity generated by the solar panels exceeded the demand of the pier (Mr NG Hin-lung, Norris).

15. Officer of the OAP responded that the preliminary and conceptual design of the pier was developed based on its surrounding environment as reference. As most of the piers over the territory were designed according to the principles of facilitating the berthing of vessels as well as the passenger boarding and alighting, the OAP would continue to communicate with the CEDD to further refine the design. Moreover, as Hong Kong was promoting the development of smart city at present, the electricity converted from solar energy would also be used to power other facilities at the pier, in order to make efficient use of energy and protect the environment.

16. The Chairman was satisfied with the inclusion of a floating platform in the preliminary design of the pier. He held that the floating platform was uncommon at ordinary piers and the design was innovative. He hoped that funding approval from the Legislative Council (LegCo) would be secured as soon as possible for implementation of the project and that the CEDD would early notify the T&TC of the updates, if any.

V Item 4: Strongly Request for Whole-day Service of 40P (Extension of Terminal)
(T&TC Paper No. 2/2019)

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

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

19. Assistant Manager (Planning and Development) of the Kowloon Motor Bus Company (1933) Limited (KMB) responded that Members had made the captioned request during the discussion on the Bus Route Planning Programme 2019-2020 for Tsuen Wan District at the 20th meeting of the T&TC and the KMB noted. The KMB had also pointed out that on further extension of the routing of route no. 40P, there was space constraint at Shek Wai Kok Bus Terminus and more than ten buses should be

deployed to operate at the terminus. If the KMB failed to overcome the space constraint at the terminus, the future development of route no. 40P might be limited. The KMB agreed to Members' proposal that a location should be identified within Tsuen Wan district or in the nearby areas for setting up a new bus stop of route no. 40P and would continue to follow up the proposal with the TD.

20. Senior Transport Officer/Tsuen Wan (Sr Transp Offr/Tsuen Wan) of the TD responded that the TD and KMB noted the passenger demand for route no. 40P. The TD would continue to follow up and study with the KMB the service hours and routing of route no. 40P, with a view to formulating a proposal of extending the service hours. Also, consideration would be given to making optimal use of the resources as far as possible, including the existing public transport services and those under planning. Regarding the proposal of setting up a bus stop at Nina Tower or Tsuen Wan West Station, the TD had planned to introduce a new bus route plying between Kowloon East and the above locations. Hence, the TD wished to prevent overlap between the routings of the two bus routes or prolonged journey time due to the routing overlap in the planning as far as possible, in order to meet the passenger demand and make good use of the resources in the public transport network.

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

- (1) if the terminating point of route no. 40P could not be set up at Shek Wai Kok Bus Terminus, he hoped that the TD and KMB would carefully select a location to serve as the terminating point of the bus route to avoid a circuitous routing. He also requested for setting up the second bus stop of route no. 40P in Shek Wai Kok after departure from the terminating point (Mr CHAN Yuen-sum, Sumly);
- (2) he enquired whether more than ten buses of route no. 40P should be parked at the terminating point on a long-term basis. He held that the KMB should consider other bus priority parking strategies, including the temporary parking of a few buses at the locations nearby without causing obstruction to the traffic and roads (Mr MAN Yu-ming);
- (3) he opined that if the space constraint at Shek Wai Kok Bus Terminus could not be resolved, the service frequency of route no. 40P should be increased and lengthened journey time should be avoided (Mr MAN Yu-ming);
- (4) he held that Shek Wai Kok Bus Terminus could accommodate one or two bus parking spaces. He suggested that route no. 40P should operate throughout the day and agreed to the proposal on the temporary parking of a few buses at the locations nearby without causing obstruction to the traffic and roads (Mr CHAN Chun-chung, Jones);
- (5) he pointed out that the bus route plying between Tsuen Wan West and Kowloon East under planning by the TD was independent of route no. 40P because the major service targets of the bus route concerned were the residents who had recently moved in the housing estates around Tsuen Wan West (the Vice Chairman);
- (6) in view of the high patronage of route no. 40P at present, he requested that a location which could accommodate more than ten bus parking places should

be identified to serve as the terminating point of this route. He hoped that the second bus stop of route no. 40P after departure from the terminating point would be set up in Shek Wai Kok to facilitate the residents around Shek Wai Kok to travel to and from Kowloon East (the Vice Chairman);

- (7) many residents had relayed to him their aspiration for enhancement of the service of route no. 40P. He expressed dissatisfaction over the KMB's claim that route no. 40P could not operate throughout the day because Shek Wai Kok Bus Terminus failed to accommodate more than ten bus parking places which were required for the operation of whole-day service of route no. 40P (Mr FUNG Cheuk-sum); and
- (8) he had reservation over the proposal of setting up a bus stop at Nina Tower bus terminus or Tsuen Wan West Station because he was worried that the quite long journey time of route no. 40P currently would cause the problem of lost trips of the route. He thus requested that route no. 40P should operate throughout the day and the existing terminating point should remain unchanged (Mr FUNG Cheuk-sum).

22. Assistant Manager (Operations) of the KMB clarified that ten buses were required for the operation of the whole-day service of route no. 40P. As there was only one single-width bus bay at Shek Wai Kok Bus Terminus for shared use by route nos. 32 and 936, it was technically difficult to operate three bus routes at the single-width bus bay concurrently. Also, the U-turn space was narrow at the terminus. The KMB therefore considered that it would be more proper to set up the terminating point of route no. 40P at Nina Tower. Besides, route no. 40P would directly reach Shek Wai Kok via Tai Ho Road North upon departure from Nina Tower. The KMB held that if appropriate parking spaces were made available at Nina Tower, the KMB could operate a bus route with longer service hours. The KMB believed that the said proposal could achieve higher efficacy without affecting the current operation of route nos. 32 and 936.

23. The Chairman enquired about the journey time for a bus travelling directly from Nina Tower to Shek Wai Kok.

24. Assistant Manager (Operations) of the KMB responded that as there were only a few sets of traffic lights along the road section concerned, a bus would take seven to ten minutes to travel directly from Nina Tower to Shek Wai Kok via Tai Ho Road North.

25. Sr Transp Offr/Tsuen Wan of the TD noted the views of Members and the KMB. He said that as other bus routes serving the vicinity of Tsuen Wan West were under development, the TD would give an overall consideration to the situation and continue to study the operational arrangement.

26. The Chairman concluded that the KMB and TD should not refuse to respond to the residents' aspiration on administrative grounds. He requested the TD and KMB to continue to follow up the proposal concerned.

VI Item 5: Latent Demand Exists but No Service Provided _____ Request for Enhancement of Bus Services in Various Aspects for Sham Tseng and Tsing Lung Tau

(T&TC Paper No. 3/2019)

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

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

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

- (1) the passengers of the existing bus routes of Tsing Lung Tau and Sham Tseng were mainly the residents from these areas. Most of the passengers travelled to the urban areas in Kowloon by taking these bus routes in the morning and took the return trips of these bus routes after work or school. The KMB understood that passengers had a keen demand for individual bus routes, particularly those travelling to Kowloon East. Therefore, the KMB had injected additional resources to enhance the bus services plying between Kowloon East and Tsing Lung Tau, other areas in Tsuen Wan district and Kwai Tsing district over the past two years. As route no. 234D was a special departure, the KMB would timely provide additional departures subject to the passenger demand and the resources available;
- (2) the buses of route no. 234D departed from Kwun Tong as scheduled. However, as traffic congestion was frequent on Lung Cheung Road during peak hours in the evening and the buses might be caught in congestion in Kowloon Bay Business Area (KBBA) or Wong Tai Sin, many passengers would opt for other means of public transport after noticing the problem of traffic congestion. In this connection, the KMB would consider providing additional special departures in the afternoon or allocating resources to regular bus routes in order to achieve higher efficacy and would continue to closely monitor the situation. Moreover, the KMB had arranged route no. 40 to ply between Tsuen Wan and Sham Tseng/Tsing Lung Tau and provided the relevant interchange discount;
- (3) the requirements in the respective guidelines of the TD were still unmet despite the high patronage of the two departures of route no. 261B in the morning. The KMB would therefore closely monitor the changes in the patronage of the route no. 261B. The KMB would consider increasing the service frequency during peak hours if the patronage met the requirements for frequency enhancement after the intake of residents in So Kwun Wat, Tuen Mun;
- (4) according to the KMB's observations, the residents in Tuen Mun and So Kwun Wat seldom took route no. 261B which currently departed from Tuen Mun and travelled via Tuen Mun Road Bus-Bus Interchange (BBI). Apart from the service provided by minibus route no. 302, residents' services were provided by many housing estates in the vicinity of Tsing Lung Tau. The overall carrying capacity was adequate to meet the needs. The KMB would continue to monitor the changes in the patronage and passenger demand of

the route no. 261B ; and

- (5) the KMB mainly provided feeder bus service between So Kwun Wat and Tuen Mun Road BBI. As the residents in So Kwun Wat had little demand for bus service plying from So Kwun Wat to Kwai Fong for the time being, the KMB believed that the existing bus service could cope with the demand.

30. Sr Transp Offr/Tsuen Wan of the TD responded that the TD noted Members' views, and would continue to monitor the passenger demand with the KMB and make service adjustment as appropriate.

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

- (1) he had repeatedly requested for increasing the frequency of route no. 234D plying from Tsing Lung Tau/Sham Tseng to Kowloon East at different meetings. After conducting a site visit and meeting the KMB, the forward trip frequency was eventually increased to two departures since late December 2018. As only one return trip of route no. 234D was scheduled at 6:30 p.m., he hoped that the KMB would introduce additional return trips. According to a survey, most residents aspired for increasing the return trip frequency of route no. 234D to two departures, cancelling the departure at 6:30 p.m. and changing the departure time to 6:20 p.m. and 6:40 p.m. He also enquired about the reasons for the bus of route no. 234D which was scheduled to depart from Hong Kong Garden at 7:15 a.m. failing to arrive at the bus stop at Hong Kong Garden not until 7:25 a.m. this day (the Hon TIEN Puk-sun, Michael);
- (2) he was discontent with the service of green minibus (GMB) route no. 302. According to the findings of the Tsuen Wan Green Minibus and Bus Frequency Service Survey conducted by the Tsuen Wan District Council (TWDC) in 2018, GMB route no. 302 lost trips every single day and 12 scheduled trips were lost per day in a worst-case scenario. Moreover, according to the findings of the frequency survey conducted by him on 12 April 2019, the average waiting time for GMB route no. 302 was 10-15 minutes on that day, which was longer than the scheduled 5-8 minutes. Also, it was found that passengers waiting at Sham Tseng failed to get on board even after waiting for four departures of GMB route no. 302. In view of the shortage of drivers encountered by minibus operators, he requested the TD to cancel GMB route no. 302 and explain whether it would thereby facilitate the KMB to introduce a new bus route for provision of similar service (the Hon TIEN Puk-sun, Michael);
- (3) as route no. 234D was the only direct bus route to Tsuen Wan via Kowloon Bay and there was only one return trip each day, the residents had a strong demand for the single return trip service of route no. 234D. He believed that the existing patronage was sufficient to support the frequency enhancement by the KMB. If the frequency could not be increased, the KMB should consider deferring the departure time of the return trip in order to cater for the needs of residents who could not leave work on time (Mr WONG Wai-kit);

- (4) he was concerned about that GMB route nos. 96 and 96M were often fully loaded on the upper reaches of Ting Kau. As a result, the residents on the lower reaches of Ting Kau were unable to board the said GMB routes and could only take bus route nos. 234B and 53 instead. Upon completion of the residential developments in the vicinity of Tsuen Wan West Station, the traffic demand from residents travelling to and from Tsuen Wan West Station would increase. He thus opined that the parties concerned should carefully consider strengthening the feeder services plying between Tsuen Wan town centre/Tseun Wan West Station and Tsing Lung Tau/Sham Tseng/Ting Kau (Mr WONG Wai-kit);
- (5) he was concerned about the problem of unstable GMB services of Tsing Lung Tau, Sham Tseng and Ting Kau. Although he had relayed the problem to the TD at the meeting of the District Management Committee, he believed that the quality of the said GMB services could not be assured (Mr WONG Wai-kit);
- (6) the journey time of the return trip of route no. 40 was longer than that of route no. 234D due to the long walking distance between KBBA and the bus stop of route no. 40 as well as the circuitous routing of this route. Thus, he was disappointed that the KMB only advised passengers to take route no. 40 and change another bus route to Sham Tseng. Citing the introduction of the return trip of route no. 234C years ago as an example, he believed that if a forward trip of a bus route was already in operation, the residents would choose to take the return trip of the bus route (Mr CHENG Chit-pun);
- (7) he had conducted a questionnaire survey with the passengers of route no. 234D. The findings showed that two-thirds of the passengers would opt for the return trip of route no. 234D and hoped that the departure time of the return trip would be set at 6:20 p.m. or 6:40 p.m. He therefore opined that the KMB should consider introducing additional return trips of route no. 234D instead of advising the residents to take route no. 40 (Mr CHENG Chit-pun);
- (8) although there was a keen demand for the service of GMB route no. 302 at present, the problem of lost trips frequently occurred and it was difficult for the residents in Sham Tseng and Ting Kau to use the GMB service. Moreover, he held that there was a misallocation of resources because the section fares in Tsuen Wan of GMB route no. 302 did not bring real benefits when almost half of the passengers alighted after arriving at Tsuen Wan (Mr CHENG Chit-pun);
- (9) he was concerned about the insufficient forward trips of route no. 234D and had requested for increasing the service frequency and setting up a bus stop at Tseun Wan West Station. However, the TD rejected his proposal on the grounds of avoidance of service duplication upon the introduction of a new route plying between Tsuen Wan and Kowloon East shortly. In his opinion, there was little overlap between the routing of the new route and that of route no. 234D and the KMB also wished to tackle the problem proactively. Therefore, he could not understand the TD's move (Mr YICK Shing-chung, Angus);

- (10) he hoped that the number of the forward and return trips of route no. 234D would be aligned and the departure time of the return trip would be adjusted, in order to meet the needs of residents who could not knock off on time (the Vice Chairman);
- (11) as the GMB operator concerned failed to assure the service quality, he enquired whether the TD would consider rejecting the GMB operator's application for licence renewal or imposing penalties on the GMB operator. He also enquired whether the TD would invite other minibus operators to operate the route concerned (the Vice Chairman); and
- (12) he enquired about the TD's monitoring on the operation of GMB route nos. 96, 96M and 302, including the issue of advisory letters or the penalties imposed on the operators, if any. He also requested the TD to provide the relevant investigation reports (the Chairman).

(Note: Mr NG Tsan-ming left the meeting at 3:59 p.m. Mr NG Chun-yu joined the meeting at 4:00 p.m.)

32. Sr Transp Offr/Tsuen Wan of the TD responded as follows:

- (1) the TD and KMB noted the comments on the return trip service of route no. 234D. The TD and KMB would take follow-up actions actively and review the frequency arrangement according to the patronage;
- (2) regarding the proposal of providing a bus stop of route no. 234D at Tsuen Wan West Station, the TD should conduct an overall review on the bus service network concerned according to the status of service provision in future upon the introduction of a new route plying between Tsuen Wan and Kowloon East shortly and the provision of a bus stop of the new route at Tsuen Wan West Station;
- (3) the TD regulated the operation of minibus services in accordance with the passenger service licences and the relevant legislation. If a minibus operator breached the conditions of the respective passenger service licence, the TD would take follow-up measures including serving reminders to or imposing penalties on the non-compliant minibus operator pursuant to the conditions of the passenger service licence in the renewal of licence. The TD would carry out investigations, regulatory measures and follow-up work subject to the circumstances; and
- (4) he would provide Members with the investigation reports on the operation of the GMB routes concerned after the meeting.

33. Assistant Manager (Planning and Development) of the KMB noted the comments on increasing the number of forward and return trips of route no. 234D and a decision would be made having regard to the allocation of resources.

34. The views and enquiries of Members were summarised as follows:
- (1) regarding the problem of lost trips of GMB route no. 302 as identified in the Tsuen Wan Green Minibus and Bus Frequency Service Survey conducted by the TWDC in 2018, he requested the TD to give response as to whether the TD would refuse the application of licence renewal from the GMB operator concerned (the Hon TIEN Puk-sun, Michael);
 - (2) he requested the KMB to further explain its consideration of the resources for introducing additional return trips of route no. 234D, and enquired whether the diluted patronage of the existing departures due to the provision of additional return trips was a cause for concern (the Hon TIEN Puk-sun, Michael);
 - (3) he pointed out that residents who failed to take route no. 234D would opt for the MTR instead of route no. 40 (Mr CHENG Chit-pun);
 - (4) as many passengers travelling to Tsuen Wan would also take GMB route no. 302, the passengers heading to Kwai Chung might not be able to get on board. It illustrated the mismatch of resources. He therefore opined that the TD should request the operator of GMB route no. 302 to focus on serving the passengers travelling to Kwai Chung and that the passengers travelling to Tsuen Wan should take other minibus or bus routes for assurance of the service quality of GMB route no. 302 (Mr CHENG Chit-pun);
 - (5) he expressed disappointment over the responses given by the KMB and TD. Although the KMB advised the residents to take route no. 40 to Tsuen Wan and then change to take route no. 234A or 234B, he thought that the transport needs of the residents in Tsing Lung Tau, Hong Kong Garden and Sea Crest Villa (Phase 4) were overlooked in the KMB's suggestion because route no. 40 failed to serve the passengers in these areas (Mr NG Hin-lung, Norris);
 - (6) he requested for introduction of additional departures of route no. 234D before and after 6:30 p.m., in order to shorten the waiting time of passengers who knocked off on time and meet the transport needs of passengers who left work at a later time (Mr NG Hin-lung, Norris);
 - (7) he opined that the KMB and TD did not seriously consider the staggered arrangements for passengers in response to the high patronage of route no. 52X. He recommended the extension of the service hours of route no. 261B and increase in the frequencies of route nos. 52X and 261B departing from So Kwun Wat, in order to divert the passenger flow during traffic congestion in Castle Peak Road – Castle Peak Bay. This would also help stabilise the quality of bus services to Kowloon South (Mr NG Hin-lung, Norris);
 - (8) he requested the KMB and TD to consider conducting trial run for one return trip of route no. 261B from Tsim Sha Tsui to Tsing Lung Tau/Sham Tseng to test the market (Mr NG Hin-lung, Norris);
 - (9) regarding the proposal on introduction of bus route no. 52M, although the residents' services to and from Tsuen Wan were readily available in many housing estates in Tsing Lung Tau and Sham Tseng, these residents' services

operated point-to-point routings and could only carry residents to Luk Yeung Sun Chuen. Besides, as the frequencies of the residents' services would be substantially reduced on weekends, the residents could only switch to take minibus. As the minibus service was inadequate to meet the demand on weekends at present, he opined that it was necessary to introduce the new bus service of route no. 52M instead of relying on the minibus service and the residents' services. He was dissatisfied that the TD had all along been rejecting the application of increasing the frequencies of the residents' services (Mr NG Hin-lung, Norris);

- (10) the TD had resorted to rejecting the application of fare increase from the operator of GMB route no. 302 and played a passive role in improving the service quality of the route. In addition, the GMB operator had repeatedly reiterated that the issue of service quality was mainly triggered by the shortage of minibus drivers, which, in his opinion, was a structural problem and should be solved by introduction of the new bus service (Mr NG Hin-lung, Norris); and
- (11) as the residents in Tsing Lung Tau travelling to Tsuen Wan had no alternative but to take GMB route no. 302, he hoped that the TD and KMB would consider introducing a new bus route plying between Tsing Lung Tau/Sham Tseng and Tsuen Wan/Kwai Chung (Mr NG Hin-lung, Norris).

35. Assistant Manager (Planning and Development) of the KMB responded that the KMB would actively consider Members' proposals on frequency increase. Regarding the proposal on introduction of route no. 52M, the KMB would follow up the proposal with the TD after conducting a study on its positioning in the market of public transport service plying between Tsing Lung Tau/Sham Tseng and Kwai Chung.

36. Sr Transp Offr/Tsuen Wan of the TD responded that the TD noted the findings of the Tsuen Wan Green Minibus and Bus Frequency Service Survey conducted by the TWDC in 2018, and would carry out the follow-up work in accordance with the conditions of the passenger service licence of the GMB operator concerned. The TD would also review the mismatch of resources with the GMB operator to ensure that the respective service could meet the passenger demand.

37. The Chairman concluded that the residents in Tsing Lung Tau and Sham Tseng had a keen demand for public transport services. He hoped that the TD and KMB would seriously study Members' proposals after the meeting. He also requested the TD to provide the investigation reports and other penalty records of the GMB service concerned in the past two or three years.

38. The Chairman said that as Ms LAM, Lam Nixie would join the meeting at a later time, the meeting would proceed with the discussion of items 7 to 12 first.

(Note: Mr LI Hung-por left the meeting at 4:22 p.m.)

VII Item 7: Request the Government to Conduct a Tender Exercise for the Temporary Car Park at Tai Ho Road As Soon As Possible and Review the Policy Arrangement of Parking Spaces as well as the Collaboration among Departments (T&TC Paper No. 5/2019)

39. The Chairman said that Mr KOO Yeung-pong submitted the paper and introduced Mr CHEN Kin-tung, Tommy, Senior Estate Surveyor/Central (District Lands Office, Tsuen Wan and Kwai Tsing) (Sr Estate Surveyor/C (DLO)) of the Lands Department (Lands D).

40. Mr KOO Yeung-pong introduced the paper.

(Note: Mr CHAN Chun-chung, Jones left the meeting at 4:25 p.m.)

41. Sr Estate Surveyor/C (DLO) of the Lands D responded as follows:

- (1) the temporary car park at Tai Ho Road was handed over to the Mass Transit Railway Corporation Limited (MTRCL) for operation in 2014 upon the Government's approval for replacement of the public car park at the former Tsuen Wan Transport Complex which was closed due to the rezoning of the site concerned for residential development (i.e. Parc City at Tsuen Wan Town Lot 417);
- (2) apart from the provision of parking spaces in the residential development project of Parc City, the developer was also required to provide a public car park with 100 parking spaces in compensation for the parking spaces in the original public car park. The new public car park had already been put into operation since September 2018;
- (3) in September 2018, the Government had received an application for termination of operation of the temporary car park at Tai Ho Road from the operator. However, upon coordination with the Lands D and TD, the MTRCL agreed to continue to operate the temporary car park for the time being;
- (4) the District Lands Office, Tsuen Wan and Kwai Tsing (DLO) had launched the preliminary work of the tender exercise with respect to the continued operation of the temporary car park on short-term tenancy (STT) in October 2018. The DLO had also proposed to make effective use the vacant government land adjacent to the temporary car park, with a view to providing more parking spaces in the STT temporary car park;
- (5) during the district consultation exercise on the re-tendering, the DLO had to take up the relevant work and deal with the dissenting views, including the objection to the incorporation of the government land between the temporary car park and Clague Garden Estate into the new temporary car park. Having taken into consideration the feasibility, the DLO had demarcated an area of the vacant government land located at one end of the temporary car park as part of the new temporary car park in the tender exercise and thereby increasing its total area by about 15%; and

- (6) the DLO would continue to maintain close communication with the TD to ensure the continuity of various STT temporary car parks in the re-tendering as far as possible.

(Note: Ms LAM Yuen-pun, Phyllis joined the meeting at 4:30 p.m. Mr KOT Siu-yuen left the meeting at 4:30 p.m.)

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

- (1) he enquired about the timetables of the tender exercise and operation of the new temporary car park (the Vice Chairman);
- (2) he enquired whether the term of the STT of the new temporary car park was one year and the Lands D could ensure the continued operation of the new temporary car park in the following year (the Vice Chairman);
- (3) he supported the Lands D to incorporate the vacant land adjacent to the temporary car park into the new temporary car park in the tender exercise, with a view to making effective use of land resources (the Vice Chairman);
- (4) he requested the Lands D to provide a list of existing temporary car parks in Tsuen Wan district which would be recovered or suspended operation shortly, and enquired about other locations available for provision of temporary car parks (Mr LAM Faat-kang);
- (5) he enquired about the timetables of the tender exercise and operation of the new temporary car park, whether the maximum number of monthly and hourly parking spaces would be set and whether the tenancy term was one year (Mr KOO Yeung-pong);
- (6) he opined that the one-year tenancy term was unsatisfactory and time should be reserved for the operator to provide the hardware for the venue. Besides, he pointed out that the Lands D had set a three-year tenancy term for most of the temporary car parks (the Chairman); and
- (7) in view of the high pedestrian flow at the entrance of the temporary car park concerned, he proposed that a condition requiring the operator to install a warning light at the entrance of the car park should be included in the terms of the tenancy (the Chairman).

43. Sr Estate Surveyor/C (DLO) of the Lands D responded as follows:

- (1) the DLO's preparatory work for re-tendering had proceeded to the final stage. It was anticipated that the re-tendering exercise would commence in July 2019;
- (2) the venue of the temporary car park was in good condition. Except for the clearance of a few facilities of the former operator, the reusable facilities including lamp posts were retained. He believed that the new operator could operate the car park shortly after the STT was granted;
- (3) according to the existing policy, the Lands D would enter into a one-year "fixed term tenancy" with the operator of each STT temporary car park over the territory and subsequent renewals would be made on a quarterly basis;

- (4) the long-term development planning for the site of the temporary car park had not yet drawn up for the time being. However, it was anticipated that the temporary car park would be affected after the commencement of the widening of Tsuen Wan Road in 2025;
- (5) the DLO did not set limit for the number of monthly and hourly parking spaces in the new temporary car park. It would be determined by the operator according to its commercial principles; and
- (6) in general, prior to the commencement of the operation of the STT temporary car parks under the Lands D, the operators were required to submit the operational plans to the TD and the Hong Kong Police Force (HKPF). Therefore, he believed that the TD would perform its gate-keeping role in ensuring the safety at the entrance of the captioned temporary car park.

44. The Chairman concluded that the Lands D noted Members' views. He also requested the Lands D to provide a list of existing temporary car parks which would be recovered or suspended operation and other locations available for provision of temporary car parks in Tsuen Wan district after the meeting.

VIII Item 8: Request to Better the Bus Services Plying between Sham Tseng/Tsing Lung Tau and Tsim Sha Tsui As Soon As Possible
(T&TC Paper No. 6/2019)

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

46. Mr CHENG Chit-pun and the Hon TIEN Puk-sun, Michael introduced the paper.

(Note: Mr WONG Fah-man left the meeting at 4:43 p.m.)

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

- (1) the KMB anticipated that there would be intake of residents of the new housing estates along the routing of route no. 261B in So Kwun Wat, Tuen Mun. Therefore, the KMB had proposed reserving vehicle resources in the five-year development plan last year for increasing the frequency of route no. 261B when the patronage of the route reached a higher level and the additional passenger demand met the requirements in the relevant guidelines of the TD;
- (2) the KMB had earlier introduced an additional departure of the bus route concerned in response to the intake of residents of the new housing estates in So Kwun Wat, Tuen Mun. However, the recent data showed that the average patronage of the two departures in the morning was 71%. As there was still capacity to carry more passengers, the KMB had put the scheduled enhancement of frequency on hold at this stage. The KMB would continue to monitor the trend of patronage and make timely application to the TD for frequency enhancement;

- (3) regarding the proposal on provision of return trip service, the bus routes with similar routings to that of route no. 261B had already been arranged to serve the surrounding areas. As for other routes, the patronage of the return trips in the evening was lower than that of the forward trips in the morning. Also, route no. 261B ran past the busy road sections in Tsim Sha Tsui and Nathan Road and the patronage should reach the pre-set level in order to meet the TD's requirements of frequency enhancement for bus routes running past busy road sections by the bus companies. Therefore, it held that the KMB should exercise prudence on the provision of return trip service of route no. 261B. The KMB would consider whether the return trip service should be provided at night after the required level of patronage was met or the KMB confirmed the passenger demand; and
- (4) regarding the details of deployment of bus drivers and vehicle resources of route no. 261B, other similar one-way special bus services were already in operation during peak hours in the KMB's bus network. In this connection, the demand for bus drivers and bus resources would peak during the busiest hours. During off-peak hours, buses might be arranged for repair at depots while bus drivers might be deployed to serve other bus routes or the KMB should reserve rest breaks for bus drivers. Therefore, it was believed that it was difficult to arrange bus drivers of route no. 261B to serve the return trips of the said route or other departures after completing the two special departures in the morning.

48. Assistant Manager (Operations) of the KMB responded that the KMB had provided various special departures in the morning and evening, and would make deployment for bus drivers and buses for the special departures and other routes together. While the total number of buses remained unchanged, the buses and bus drivers of the special departures were arranged to serve other bus routes in certain timeslots. Moreover, the total journey time of route no. 261B travelling from Tsing Lung Tau/Sham Tseng to Tsim Sha Tsui during peak hours in the morning was about 70 minutes and the bus would take at least about 100 minutes to return to Tuen Mun from Tsim Sha Tsui. The introduction of additional departures would be subject to the threshold level of patronage of route no. 261B meeting the requirements in the respective guidelines of the TD and the feasibility of reallocation of other buses on the timetable to rationalise the vehicle resources for the operation of the additional special departures.

(Note: Ms LAM, Lam Nixie joined the meeting at 4:50 p.m.)

49. The views and enquiries of Members were summarised as follows:
- (1) he stressed that route nos. 261B and 52X should complement with each other in diverting the passenger flow during peak hours in the morning. One day, he took route no. 261B travelling to Kowloon at the bus stop in Hong Kong Garden at 8:15 a.m.. Having observed the situation of buses arriving at the bus stop and the patronage, he opined that the KMB and TD should not determine the increase in the frequency of route no. 261B based on the

average patronage of the two departures during peak hours in the morning only. Instead, they should make such a decision after observing the passenger demand for bus service plying from Tsing Lung Tau/Sham Tseng to Kowloon South during the entire period as well as the patronage of the departure of route no. 261B at 7:45 a.m. (Mr NG Hin-lung, Norris);

- (2) since the commissioning of Tuen Mun Road BBI, the residents' demand for point-to-point bus service shrank owing to the availability of other interchange routes and thereby resulting in a drop in the patronage of the return trip of route no. 259B. Nevertheless, it was inappropriate to cite the patronage of the return trip of route no. 259B as an example for reference because the residents in Tsing Lung Tau and Sham Tseng had no other choices. If the return trip of route no. 261B was introduced, he believed that it would yield the more stable patronage and the great market potential as compared with other routes (Mr NG Hin-lung, Norris);
- (3) the departing points and time of the two departures of route no. 261B differed during peak hours in the morning. The departure at 7:25 a.m. had lower patronage while the departure at 7:45 a.m. were heavily loaded. He therefore held that the KMB should not make comparison based on the average patronage of the two departures. Instead, the decision on enhancement of the service frequency should be made according to the patronage of the departure at 7:45 a.m. (Mr CHENG Chit-pun); and
- (4) on diverting the passengers of route no. 52X, according to the survey findings of the departure of route no. 261B at 7:45 a.m., the destination of more than half of the passengers was Tsim Sha Tsui. This showed that the introduction of a new route plying from Tsing Lung Tau/Sham Tseng to Tsim Sha Tsui could alleviate the residents' demand for the service of route no. 52X (Mr CHENG Chit-pun).

50. Sr Transp Offr/Tsuen Wan of the TD responded that he noted that the KMB had planned to enhance the bus services concerned in the Bus Route Planning Programme last year. The TD would continue to monitor the situation with the KMB and made adjustment as appropriate.

51. Assistant Manager (Planning and Development) of the KMB responded that the KMB noted Members' views.

IX Item 9: Strongly Request for Improvement of the Transport Service for the Vicinity of Route Twisk
(T&TC Paper No. 7/2019)

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

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

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

- (1) the highest patronage of route no. 51 during peak hours was 30 to 40 passengers. To cater for the residents' need of travelling to Tsuen Wan during peak hours, the KMB had provided an additional special departure at 7:15 a.m. on weekdays;
- (2) as there were low-density residential areas along the routing of route no. 51, the residents mainly travelled by minibuses or the residents' services of The Cairnhill and The Cliveden. She believed that the existing public transport services were adequate to meet the passenger demand and the KMB would therefore continue to adopt the existing arrangements; and
- (3) she noted the Member's proposal on implementation of section fares on route no. 51 for the road section between Tsuen Wan and Route Twisk as well as the road section between Kwong Pan Tin Tsuen and Tsuen Wan.

55. Sr Transp Offr/Tsuen Wan of the TD responded that the service frequency of minibus route no. 80 was 7 to 15 minutes according to the schedule of service. The TD would continue to monitor the performance of the minibus operator concerned and request for service improvement. The TD would strive to meet the transport needs of passengers on the lower reaches pursuant to the laws and regulations, and strike a balance with respect to the views of passengers on the upper reaches that the minibus drivers rejected the boarding of passengers on the upper reaches for the sake of reserving seats for passengers on the lower reaches.

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

- (1) he enquired whether the KMB had conducted a survey on the patronage of bus route no. 51 during peak hours and non-peak hours. If the patronage during peak hours was higher than that of non-peak hours, the KMB should consider increasing the frequency during peak hours (Mr LAM Faat-kang);
- (2) the service frequency of minibus route no. 80 (Chuen Lung bound), which was at a 7-minute headway at present, might not be able to meet the increased passenger demand on weekends or public holidays. He thus enquired whether the TD had conducted a survey in this regard (Mr LAM Faat-kang);
- (3) he opined that it was undesirable for route no. 51 to operate at one-hour headway on weekdays. At present, minibus route no. 80 departed only when it was fully loaded. Moreover, bus route no. 51 almost reached its maximum passenger capacity after picking up passengers in Chuen Lung, which made it more difficult for the residents in the vicinity of Kwong Pan Tin Tsuen to get on board. He thus requested the KMB to consider increasing the frequency of bus route no. 51 at a 30-minute headway during peak hours (Mr WONG Wai-kit);
- (4) she expressed dissatisfaction at the KMB for rejecting her proposal of increasing the frequency of bus route no. 51 during peak hours on weekdays. In view of the great demand for the bus service of route no. 51 from the residents in Chuen Lung as well as the difficulty in taking minibus during

peak hours and the long waiting time for bus service, she commented that the KMB should not solely consider the financial factor when determining whether the service frequency should be enhanced (Ms LAM Yuen-pun, Phyllis);

- (5) many residents needed to go to school or work between 6:00 a.m. and 7:00 a.m., but the special departure of bus route no. 51, which was currently operated by the KMB after 7:00 a.m., only arrived at Kwong Pan Tin Tsuen at about 7:30 a.m. She therefore suggested that special departures, which would arrive at Kwong Pan Tin Tsuen at 6:30 a.m. and 8:30 a.m., should be introduced (Ms LAM Yuen-pun, Phyllis);
- (6) she requested the operator of minibus route no. 80 to reserve three seats for residents on the lower reaches at the terminus in Chuen Lung Village and increase the service frequency (Ms LAM Yuen-pun, Phyllis); and
- (7) she opined that the demand still could not be met even after minibus route no. 80 operated at a 7-minute headway during peak hours. The minibus operator should increase the frequency at a three-minute or four-minute headway or the KMB should increase the frequency of bus route no. 51 at a 30-minute headway (Ms LAM Yuen-pun, Phyllis).

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

- (1) the KMB noted the residents' aspiration but bus route no. 51 was not the first priority among the residents' choice at present. The departure time of the first and the special departure of bus route no. 51 were 6:20 a.m. and 7:15 a.m. respectively. The highest patronage of bus route no. 51 was only 30 to 40 passengers per trip and single-digit patronage had been recorded during non-peak hours. Although more passengers took bus route no. 51 in Chuen Lung and Kwong Pan Tin Tsuen, the bus stop of the route (downhill bound) and the minibus stop of route no. 80 were at the same location. Hence, most residents would opt for minibus route no. 80, unless the arrival time of bus route no. 51 fitted their travelling schedules. As a result, the patronage of bus route no. 51 still could not meet the KMB's requirement for frequency enhancement;
- (2) more members of the public took bus route no. 51 to Chuen Lung or Tai Mo Shan Country Park on weekends and public holidays. The KMB would increase the frequency to 15 minutes according to the situations; and
- (3) overall, the KMB would adjust the frequency of bus route no. 51 having regard to the changes in patronage, in order to meet the passenger demand.

58. Sr Transp Offr/Tsuen Wan of the TD said that the TD had conducted a survey on the service of minibus route no. 80 at the terminus in Chuen Lung Village during peak hours in mid-February 2019. The findings of the survey revealed that minibus route no. 80 met the requirement of the service frequency of 7 to 15 minutes and there were vacant seats on most of the departures for passengers on the lower reaches who got on board. The TD would continue to monitor the passenger demand along the routing and request the minibus operator to make service adjustment timely.

59. The Chairman summarised that the KMB and TD noted Members' views.

(Note: The Hon CHAN Han-pan, Ben joined the meeting at 5:25 p.m.)

X Item 10: Strongly Request the Transport Department to Enhance the Minibus Stop of Route 99 at the Public Transport Interchange in Hoi Kwai Road by Provision of the Rain Sheltered Pedestrian Crossing for the Access to/from the West Rail Station and Adjust the Routing of Minibus Route 99 after Departure from the Minibus Stop for Convenience of More Passengers
(T&TC Paper No. 8/2019)

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

61. Mr CHOW Ping-tim introduced the paper.

62. Engr/Tsuen Wan 1 of the TD responded that generally, a high pedestrian flow was the prerequisite for provision of roof cover at a walkway by the TD. As the pedestrian flow of the walkway concerned did not meet the relevant requirement, the TD would not consider the proposal on provision of a roof cover at the walkway at the moment.

63. Sr Transp Offr/Tsuen Wan of the TD responded that the TD would give consideration to the Member's proposal of re-routing minibus route no. 99 by reviewing the traffic conditions of nearby roads and the operation of the minibus route together with the operator.

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

- (1) the Member had put forth a proposal of relocating the pedestrian crossing in Hoi Kwai Road Public Transport Interchange (the "PTI") beneath the flyover. He therefore suggested that a site visit should be conducted before the discussion of the proposal (the Chairman);
- (2) he supported the proposal of providing a roof cover along the walkway between Exit E of Tsuen Wan West Station and the PTI. He had proposed the provision of a roof cover at the walkway between Exit A of Tsuen Wan West Station and the PTI in the past, but the proposal was also rejected by the TD on the grounds that the walkway concerned did not meet the TD's requirement of pedestrian flow (Mr KOO Yeung-pong);
- (3) he objected to the proposed re-routing of minibus route no. 99. Although the double yellow lines had been painted at some road sections within the PTI, the entrance/exit on the other side of the PTI was adjacent to the entrance of the car park at Bayview Garden and it might cause road safety problems if minibus route no. 99 was re-routed via the location concerned. He also expressed dissatisfaction at the TD's failure to conduct a public consultation on the road design at the location beforehand (Mr KOO Yeung-pong);

- (4) he was concerned about the PTI serving as the terminus of minibus route no. 87K which was not spacious enough for 19-seat minibuses to make a turn into the terminus. It would undermine the safety of minibus drivers and passengers. He hoped that the TD would explain the relevant improvement measures (Mr MA Ting-hei);
- (5) he supported the proposal of providing a roof cover at the walkway. However, he opined that given the heavy traffic flow on Hoi Kwai Road, the re-routing of minibus route no. 99 might aggravate the problem of traffic congestion. He therefore objected to the proposed re-routing (Mr NG Chun-yu); and
- (6) she supported the proposal of providing a roof cover at the walkway. She was dissatisfied that the TD rejected the proposal on the grounds that the pedestrian flow of the walkway concerned failed to meet the TD's requirement. In view of the anticipated intake of the residents of the new housing estates, she opined that the TD should consider solving the problem early (Ms LAM, Lam Nixie).

65. Engr/Tsuen Wan 1 of the TD responded that regarding the location under the flyover mentioned by the Member, the Transport Operations (New Territories) Division of the TD was considering the provision of a GMB stop at the location concerned.

66. Mr CHOW Ping-tim said that the traffic lights at the turn to Hoi Shing Road at the PTI had aggravated the problem of traffic congestion. He opined that the law enforcement work taken by the HKPF against illegal parking at the restricted zone off the car park of Bayview Garden was inadequate and that the problem might not be solved by stepping up the law enforcement action. The TD should therefore resolve the design problem at the location concerned. Besides, he did not propose that the TD should provide a pedestrian crossing at the location concerned. Instead, he proposed that the TD should solve the problem by relocating the taxi stand in the HKRPTI to the front area and removing some railings beneath the flyover. He considered that the provision of a GMB stop at the location was undesirable because there was already a taxi stand.

67. The Chairman concluded that the TD noted the Member's proposal. The pedestrians often crossed the road through the gap of the railings and it was dangerous. Moreover, he suggested that the TD should leverage the flyover at Tsuen Wan West Station to serve as a shelter. It was not necessarily to provide a roof cover at the walkway. The T&TC would arrange a site visit to study the optimal use of the existing rain shelter and the proposed re-routing of the minibus route.

XI Item 11: Improvement of the Waiting Arrangement of Monthly Parking Passes for Tsuen Wan Multi-storey Carpark Building
(T&TC Paper No. 9/2019)

68. The Chairman said that Mr TAM Hoi-pong submitted the paper and introduced Mr WONG Wai-lim, William, Senior Transport Officer/Transport Facilities Management 1 (Sr Transp Offr/Transport Facilities Management 1) of the TD.

69. Mr TAM Hoi-pong introduced the paper.

70. Sr Transp Offr/Transport Facilities Management 1 of the TD responded as follows:

- (1) there were a total of 545 parking spaces for private cars in the Tsuen Wan Multi-storey Carpark Building (the “Carpark Building”). Besides, there were 470 monthly parking tickets for private cars and 40 monthly parking tickets for taxis. The sale of monthly parking tickets for private cars started from 7:30 a.m. on the twenty-third day of each month;
- (2) according to the TD’s data, the first in the queue showed up at about 6:00 p.m. on 22 April 2019 for the sale of monthly parking tickets on the following day. As at midnight on 22 April 2019, there were 52 people in the queue. On the following day, there were 76 people at 2:00 a.m. and more than 400 people at 7:30 a.m. in the queue. It could be seen that most people lined up between 2:00 a.m. on the day before the sale and 7:30 a.m. on the day of the sale;
- (3) the Member put forth a proposal on the sale of monthly parking tickets on a bimonthly basis. The monthly parking tickets of the car parks managed by the TD would mainly be sold on a first-come, first-served basis. The monthly parking tickets of four car parks were sold by ballot, namely, Kennedy Town Car Park, Sheung Fung Street Car Park in Wong Tai Sin, Rumsey Street Car Park in Sheung Wan and Yau Ma Tei Car Park. The TD considered that the existing practice was the more desirable option because the adoption of other modes of sale might cause confusion;
- (4) regarding the Member’s proposal of providing additional ticketing counters, there were only two counters for the sale of monthly parking tickets at the Carpark Building due to the space constraint. Besides, as the shift change of staff coincided with the sale of monthly parking tickets at 7:30 a.m., it was the most fully manned moment. The contractor would also arrange the staff on the night shift to assist in the sale of monthly parking tickets;
- (5) at present, the average time of selling a monthly parking ticket was 20 seconds in which the staff had already checked the vehicle registration mark and collected the payment in cash or by cheque. It took at least about 2.5 hours the soonest to complete the sale of about 470 monthly parking tickets for private cars according to the above workflow. In other words, the sale of all monthly parking tickets would be completed at about 10:00 a.m.; and
- (6) although the monthly parking tickets of some of the aforesaid car parks were sold by ballot and deployment of the staff of these car parks could be made, only two counters at most could be arranged for the sale of monthly parking

tickets as restricted by the design of the Carpark Building. Therefore, the existing mode of sale was found to be the most practicable and effective.

(Note: The Hon CHAN Han-pan, Ben left the meeting at 5:56 p.m.)

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

- (1) there was a total of 545 parking spaces for private cars in the Carpark Building but only about 400 monthly parking tickets were sold till 10:00 a.m. or so on the twenty-third day of each month. He thus enquired whether it indicated that the car park was underutilised (Mr LAM Faat-kang);
- (2) the residents of Luk Yeung Sun Chuen had a strong demand for the parking spaces for private cars in the Carpark Building. In the past, some people had disputes with one another over queueing issues and the Police was called to provide assistance at the scene. Thus, the TD should conduct a survey before revising the existing system and should closely monitor the situation (Mr LAM Faat-kang);
- (3) as the sale of monthly parking tickets by ballot had already been adopted by some car parks under the TD, he suggested that the Carpark Building should also adopt this mode of sale of monthly parking tickets. However, as it might cause inconvenience to the public if the ballot was conducted on a monthly basis, he proposed that the monthly parking tickets of the respective months should be sold in one go on a quarterly basis and the monthly parking tickets of each month should be sold by ballot. In his opinion, the administrative procedures could be streamlined through the sale by ballot (Mr CHOW Ping-tim);
- (4) he proposed that the TD should impose a district-based restriction on the identity of the people who wished to purchase the monthly parking tickets. For example, only the vehicle owners who had registered as residents in Tsuen Wan district were entitled to buy the monthly parking tickets of the Carpark Building and thereby preventing the parking spaces from being occupied by the people who were not the residents in Tsuen Wan district, so that the balloting system proposed by the TD could be more in line with public sentiment (Mr CHOW Ping-tim);
- (5) he noted that the TD had conducted a questionnaire survey on the sale of monthly parking tickets by ballot and he hoped that the TD would report on the findings of the survey. He also pointed out that most users preferred the established practice of the purchase of the monthly parking tickets on a specific date in a queue (Mr WONG Wai-kit);
- (6) currently, it seemed that the car park users competed with each other to queue up early for the sale of monthly parking tickets. In fact, all persons who lined up before 7:00 a.m. on the day of sale would be very likely to successfully purchase the monthly parking ticket (Mr WONG Wai-kit);
- (7) he learnt that the contractor of the car park had already deployed staff to monitor the queueing situation and advise people who were unlikely to secure the monthly parking tickets to leave. In his opinion, although the staff at the two counters were highly efficient in handling the sale of monthly

parking tickets and the queuing arrangement was acceptable, the pressure on the users in the queue and staff at the counters could be eased if the workflow could be further accelerated (Mr WONG Wai-kit);

- (8) he opined that prudent consideration should be given to the sale of monthly parking tickets by ballot and the decision should be made having regard to the opinions of the users (Mr WONG Wai-kit); and
- (9) he enquired whether the sale of monthly parking tickets could start earlier between 7:00 a.m. and 7:30 a.m., so that people in the queue could make purchase at an earlier time (the Chairman).

72. Sr Transp Offr/Transport Facilities Management 1 of the TD responded as follows:

- (1) the starting time of the sale of monthly parking tickets was scheduled at 7:30 a.m. when the staff underwent a shift change and it was the most fully manned moment. The TD needed to further discuss with the contractor of the car park on the proposal of advancing the starting time of the sale of monthly parking tickets;
- (2) regarding the sale of monthly parking tickets on 23 April 2019, the monthly parking tickets were still available for purchase by the people waiting at the end of the queue. As at 10:00 a.m. on 23 April 2019, six monthly parking tickets were left unsold and the tickets were still available for sale at 8:00 p.m. on the same day; and
- (3) the TD had conducted a questionnaire survey in December 2018 and the findings revealed that only a small number of car park users supported the sale of monthly parking tickets by ballot. The TD therefore accepted the users' opinion and did not carry out further study on this mode of sale for the time being.

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

- (1) he enquired whether the contractor of the car park could arrange its staff on morning shift to report duty earlier on the day of the sale of monthly parking tickets, so that the starting time of the sale could be advanced (Mr WONG Wai-kit);
- (2) as currently only a maximum of two counters could be set up for the sale of monthly parking tickets every time, she proposed that other venues which could accommodate more counters should be identified (Ms LAM Yuen-pun, Phyllis);
- (3) he opined that the TD only consulted the car park users in the aforesaid questionnaire survey. He believed that they were the long-term users of the car park. Therefore, he suggested that the TD should introduce a mechanism with conditions for the direct sale of half-yearly parking tickets to these long-term users to save up the queuing time (Mr CHOW Ping-tim);
- (4) he considered that the TD should have consulted other potential users in the questionnaire survey so that the questionnaire survey would be conducted in a fairer and more accurate manner (Mr CHOW Ping-tim);

- (5) he opined that it was an issue of demand and supply at present. According to the TD, the monthly parking tickets were still available for sale at 10:00 a.m. on the day of sale in April 2019. It showed that an equilibrium between the demand and supply should be achieved (Mr LAM Faat-kang); and
- (6) he opined that a solution to the problem of long waiting time of the public in the queue for the sale of monthly parking tickets should be worked out. He hoped that the TD would study Members' suggestions and requested the TD to notify the T&TC of the changes in the arrangement, if any (Mr LAM Faat-kang).

74. Sr Transp Offr/Transport Facilities Management 1 of the TD responded that if the TD classified the people who purchased monthly parking tickets after a specific time limit as the long-term users who were eligible for the purchase of half-yearly parking tickets, it might be unfair to other potential users who could not rent parking spaces in the Carpark Building for the time being. Moreover, other people might be attracted to rent the parking spaces in the Carpark Building, in order to become eligible for the half-yearly parking tickets. In this connection, the TD should give careful consideration to the proposal concerned. The TD would fully consult the car park users and the T&TC for its plan to adopt other modes of sale of monthly parking tickets.

75. The Chairman concluded that he requested the TD to continue to monitor the situation and notify the T&TC of the changes, if any. He also hoped that the TD would make every effort to expedite the sale of monthly parking tickets.

(Note: Mr TAM Hoi-pong left the meeting at 6:11 p.m.)

XII Item 12: Request for Provision of Additional Minibus Stops of Route No. 85 at Ma Sim Pai Road
(T&TC Paper No. 10/2019)

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

77. Mr LAM Faat-kang introduced the paper.

78. Sr Transp Offr/Tsuen Wan of the TD responded that the TD had already requested the minibus operator to arrange both uphill and downhill bound departures of route no. 85 to enter Ma Sim Pai Road according to the schedule of service. In response to Members' views, the TD had also advised the minibus operator on erection of stop signs at more popular boarding and alighting locations for easy identification by passengers.

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

- (1) he enquired whether minibus route no. 85 should enter Ma Sim Pai Road according to the existing schedule of service (Mr WONG Wai-kit);

- (2) he enquired whether new technologies could be adopted to notify minibus drivers that some passengers waited on the lower reaches of Ma Sim Pai Road, so that the drivers could reserve seats for these passengers (Mr WONG Wai-kit); and
- (3) he enquired whether the TD would undertake to request the minibus operator of route no. 85 to set up minibus stops off the car park at Sai Lau Kok Tsuen and at the junction of Ma Sim Pai Road; if yes, he wished to submit the funding application for district minor works in order to construct rain shelters for the passengers waiting at the new minibus stops concerned (Mr LAM Faat-kang).

80. Sr Transp Offr/Tsuen Wan of the TD responded as follows:

- (1) according to the respective schedule of service, minibus route no. 85 should enter Ma Sim Pai Road and could flexibly pick up or drop off passengers at any locations except restricted zones on Ma Sim Pai Road;
- (2) on setting up fixed minibus stops, the TD would urge the operator to erect stop signs at its own expense and closely follow up the matter; and
- (3) the TD had all along been studying the introduction of technology for monitoring minibus services and would timely report to Members.

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

- (1) the Member's proposal of setting up fixed minibus stops aimed to facilitate the residents to wait for minibus at the fixed locations. He opined that the TD should actively follow up on the proposed provision of a minibus stop on the upper reaches of Ma Sim Pai Road (the Chairman); and
- (2) he enquired whether minibus drivers could flexibly pick up and drop off passengers at the locations along the routing which were not the designated minibus stops according to the respective schedule of service issued to the minibus operator (Mr CHOW Ping-tim).

82. Sr Transp Offr/Tsuen Wan of the TD responded that according to the TD's general schedule of service for GMB, the minibus drivers should allow passengers to board or alight at the locations other than the restricted zones as far as possible under safe and lawful conditions.

83. The Chairman concluded that the TD noted Members' suggestions and would take further follow-up actions accordingly.

XIII Item 6: Request for Setting up the 24-hour No-stopping Area at the Public Transport Interchange in Hoi Kwai Road for Convenience of School Bus Pick-up/Drop-off by the Parents from Ocean Supreme and Parc City
(T&TC Paper No. 4/2019)

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

85. Ms LAM, Lam Nixie introduced the paper.

86. Engr/Tsuen Wan 1 of the TD responded that he had conducted a site visit. He also pointed out that the traffic flow of the road section was not busy and no pick-up/drop-off restriction was imposed thereon. All vehicles including school buses, coaches and goods vehicles might pick up/drop off passengers or load/unload goods on the road section concerned. Therefore, school buses could pick up/drop off school children there. The TD would continue to keep the traffic conditions in view and adopt appropriate measures to improve the traffic conditions where necessary.

87. Officer-in-Charge, District Traffic Team (Tsuen Wan) of the HKPF responded that the HKPF had deployed officers to conduct an on-site inspection. As the residents of the nearby housing estates had not moved in yet, the traffic flow was relatively low at the captioned location. The HKPF had also identified the problem of illegal parking at the captioned location and issued a total of 47 fixed penalty tickets (FPTs) in April 2019 and 13 FPTs from 1 to 6 May 2019 against illegal parking on Hoi Kwai Road. Besides, the HKPF found that some vehicles had been illegally parked at the captioned location persistently and had stepped up the law enforcement action to prevent deterioration of the problem. Regarding the proposal of reserving space to set up a 24-hour no-stopping area (except bus), the HKPF opined that it depended on the intake of the housing estates nearby and the relevant demand. The HKPF had reservation on the proposal because it was difficult to predict as to whether school buses had to stop at the captioned location for picking up and dropping off school children after the intake of the housing estates nearby.

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

- (1) the residents who recently moved in the housing estates around Tsuen Wan West were mainly young working parents with young children. They had to rely on school bus service to escort children to and from school. Although only about 300 households had moved in Ocean Supreme so far, it was expected that the shopping mall in the housing estate would commence operation in the coming summer vacation and the footbridge connecting the upper part of the PTI to Ocean Supreme and Parc City would also be open at the same time. She believed that there would be a gradual increase in the pedestrian flow in the vicinity. Moreover, the management office of Ocean Supreme and some parents had discussed with the school bus operators on the relevant issues. She therefore held that it was undesirable to consider the setting up of a 24-hour no-stopping area (except bus) after the school year started in September 2019 (Ms LAM, Lam Nixie);
- (2) as the parking spaces of housing estates in the vicinity of Tsuen Wan West were expensive and the tender exercise of the temporary car park nearby was still underway, she believed that the problem of illegal parking at Hoi Kwai Road Public Transport Interchange would continue to deteriorate. Hence, she hoped that the TD would consider the proposal concerned (Ms LAM, Lam Nixie);

- (3) to prevent the deterioration of the problem of illegal parking, the “No entry and stopping by private cars” sign should be erected at Hoi Kwai Road Public Transport Interchange when the traffic flow therein remained at a low level. It ensured that the lanes would be free from obstruction and available for non-franchised buses such as school buses (Mr WONG Wai-kit);
- (4) he proposed that the captioned item should be handled together with item 10. He believed that Members and the government departments concerned might come up with other proposals after the site visit (Mr KOO Yeung-pong);
- (5) except for the two lanes at the PTI, the surrounding area had been designated as the restricted zone. He opined that part of the restricted zone could be designated as a pick-up/drop-off area for school buses and agreed that a site visit should be conducted (the Chairman); and
- (6) he agreed that a site visit should be conducted. He objected to the proposal of prohibiting the entry to the PTI by private cars (Mr CHOW Ping-tim).

89. The Chairman concluded that the T&TC would conduct a site visit to study the proposals raised under items 6 and 10.

(Note: Mr CHENG Chit-pun left the meeting at 6:31 p.m.)

(Post-meeting note: Members and the representatives from the government departments concerned conducted a site visit at Hoi Kwai Road Public Transport Interchange on 30 May 2019.)

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 16 April 2019)
(T&TC Paper No. 11/2019)

90. Senior District Engineer/General (3) (Sr Dist Engr/General (3)) of the Highways Department (HyD) introduced the minor traffic improvement projects and timetables in Tsuen Wan district.

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

- (1) regarding the completed Improvement of Road Markings on Castle Peak Road-Tsing Lung Tau near Anglers’ Bay under Project No. TW/19/00007-52, he had raised objection to the project at the previous meeting of the T&TC. On this day, he received complaints from residents that some motorists ignored the “Stop” sign and drove their private cars onto Castle Peak Road directly. He expressed dissatisfaction at the improvement project and the HyD’s failure to convert the location concerned into a bus lane (Mr NG Hin-lung, Norris);
- (2) he had reflected to the TD a few days ago that the temporary railings near the construction site at lot 393 were damaged. He enquired whether the Improvement of Railings on Pavement at the Junction of Wing Shun Street and Texaco Road under Project No. TW/18/01686-37 was associated with the installation of temporary railings or the works at the construction site at

lot 393. He also pointed out that the parties concerned had never sought views from Members or provided Members with any information of the works (Mr CHOW Ping-tim);

- (3) he was concerned about the progress of the Improvement of Pedestrian Crossing Facilities on Sha Tsui Road near Heung Wo Street under Project No. NE/18/00872-82. The project had been followed up by the Lands D for one year but it was still underway. He hoped that the works progress would be expedited to ensure pedestrian safety (Mr KOO Yeung-pong);
- (4) he enquired about the problem of stagnant water at the pedestrian crossing off Fairview Garden on Wai Tsuen Road and the works arrangement for installation of railings off Wai Tsuen Sports Centre (Mr LAM Faat-kang);
- (5) he was discontent with the lack of a concrete timetable for the widening of Kwok Shui Road. He was also concerned about the proposed arrangement for converting the two zebra crossings outside Primrose Hill and The Rise on Kwok Shui Road into the signal-controlled pedestrian crossings (Mr CHAN Yuen-sum, Sumly);
- (6) he was concerned about the relocation of the bus stop on Wai Tsuen Road. It had caused inconvenience to the residents after the bus stop was relocated because it became more difficult for the residents to board minibus route no. 312. He hoped that the bus stop would be restored to its original location as soon as possible (Mr CHAN Yuen-sum, Sumly);
- (7) regarding the Improvement of Pedestrian Crossing Facility on Wang Lung Street near Lung Tak Street (Phase 2) under Project No. NE/16/00832-36, he had visited Wang Lung Street with the staff of the TD and discussed the project details with the shop operators. He thus enquired the TD about the width requirement of the pedestrian crossing and whether the pedestrian crossing facility could be narrowed. He also requested for reducing the impact on shop operators due to installation of hoarding (Mr NG Chun-yu);
- (8) he was concerned about the safety problem arising from the temporary bus stop which was provided due to the Widening of Pavement and Improvement of Roadside Railings on Texaco Road near Tsuen Wan Industrial Centre under Project No. TW/18/01951-110. As the temporary bus stop was illegally occupied by goods vehicles from time to time, the buses were unable to pull in or stop at the bus stop. He hoped that the HKPF would provide assistance (Mr MA Ting-hei); and
- (9) regarding the completed Improvement of Road Markings on Castle Peak Road-Tsing Lung Tau near Anglers' Bay under Project No. TW/19/00007-52, he requested the Police to assign officers to instruct the motorists to drive in compliance with the "Stop" sign at the scene (the Chairman).

92. Engineer/Tsuen Wan 2 of the TD responded that the TD would further discuss with Members the better arrangements for the Improvement of Road Markings on Castle Peak Road-Tsing Lung Tau near Anglers' Bay under Project No. TW/19/00007-52.

93. Engr/Tsuen Wan 1 of the TD responded as follows:
- (1) it was stated in the Works Request Form of the Improvement of Railings on Pavement at the Junction of Wing Shun Street and Texaco Road under Project No. TW/18/01686-37 that the railings off A Community Garden for the Elderly would be reprovisioned for pedestrian access; and
 - (2) regarding the Improvement of Pedestrian Crossing Facility on Wang Lung Street near Lung Tak Street (Phase 2) under Project No. NE/16/00832-36, the TD and Members had briefed the shop operators at Wang Lung Street on the project details earlier. The shop operators held no objection to the provision of a pedestrian crossing.
94. Sr Dist Engr/General (3) of the HyD responded as follows:
- (1) the case of obstruction caused by illegal structures to the implementation of the Improvement of Pedestrian Crossing Facilities on Sha Tsui Road near Heung Wo Street under Project No. NE/18/00872-82 had been referred to the Lands D earlier for follow-up. The HyD noted that the illegal structures were under demolition by the Lands D and would enquire the Lands D of the progress after the meeting;
 - (2) the problem of stagnant water at the pedestrian crossing off Fairview Garden on Wai Tsuen Road would not be tackled under the minor traffic improvement project. The Maintenance Section of the HyD which undertook the respective repair works was currently preparing the temporary traffic arrangements for approval by the departments concerned. The respective repair works would be carried out upon approval was sought;
 - (3) regarding the Installation of Railings along Miu Kong Street off Wai Tsuen Sports Centre under Project No. TW/18/02524-97, the HyD had received the Works Request Form from the TD and the preparatory works of the project were currently underway. The works would commence after the excavation permit was obtained and the expected date of commencement was late 2019; and
 - (4) regarding the widening of the section of Kwok Shui Road between Fu Uk Road and Cheung Wing Road, the works would be implemented in stages. As the slope at the section of Kwok Shui Road near Cheung Wing Road should be set back, the HyD could only commence the works at the road section after the slope works was completed by the Lands D. Besides, the HyD had carried out the advance works on the section of Kwok Shui Road near Fu Uk Road including the investigation of underground public utilities within the construction area. The HyD would notify the public utility companies concerned that the underground public utilities should be relocated or reprovisioned at the deeper level if impacts on these public utilities were identified. The HyD would carry out the widening of the road section concerned after the public utilities companies completed the relocation works.
95. The Chairman requested the HyD to follow up on the proposed conversion of the two zebra crossings outside Primrose Hill and The Rise on Kwok Shui Road into the

signal-controlled pedestrian crossings after the meeting. He pointed out that the relocation of the bus stop on Wai Tsuen Road was not a minor traffic improvement project. He also requested the HKPF to follow up the problem of illegal parking at the temporary bus stop provided under Project No. TW/18/01951-110.

96. Mr LAM Faat-kang requested that the improvement of the problem of stagnant water at the pedestrian crossing off Fairview Garden on Wai Tsuen Road should be included in the minor traffic improvement project for follow-up in future.

97. The Chairman said that the minor traffic improvement projects only included those initiated by the TD and implemented by the HyD. As the improvement of the problem of stagnant water at the pedestrian crossing off Fairview Garden on Wai Tsuen Road was the general maintenance works and was not included in the minor traffic improvement project. He reminded that Members could directly contact the representatives of the government departments concerned to discuss the works. If the outcome of discussion was unsatisfactory, Members might consider further discussing the works at the meetings of the T&TC.

XV Item 14: Funds Allocation for the Traffic and Transport Committee 2019-20
(T&TC Paper No. 12/2019)

98. The Secretary introduced the paper.

99. The T&TC endorsed the allocation of the DC Funds (Community Involvement Projects) in 2019/20 as follows:

<u>Programme</u>	<u>*Allocation Available for Use from April to December 2019 (\$)</u>	<u>*Allocation Available for Use from January to March 2020 (\$)</u>	<u>*Total Amount of Allocation in 2019/20 (\$)</u>
(1) Task Force on Public Transport Network	92,719.00	1,281.00	94,000.00
(2) Working Group on Road Safety Education and Promotion	269,281.00	3,719.00	273,000.00
(3) Working Group on Tsuen Wan Footbridge Network	0.00	0.00	0.00
(4) Travelling Fee for Site Inspections	0.00	2,300.00	2,300.00
(5) Reserve	0.00	0.00	0.00
Total:	<u>362,000.00</u>	<u>7,300.00</u>	<u>369,300.00</u>

* The allocation included 5% deficit budget.

100. Members endorsed that the Secretariat was authorised to approve amendments to project titles, venues dates and time of the activities proposed by relevant organisations

with respect to the approved funding applications without making any changes to the approved estimates of expenditure.

XVI Item 15: Application for District Council Funds as regards Activities Co-organised by the Working Group on Road Safety Education and Promotion and District Organisations

(T&TC Paper No. 13/2019)

101. The Secretary introduced the paper and reported that the Chairman and the Vice Chairman had declared their membership of the Tsuen Wan Safe and Healthy Community Steering Committee (the “Steering Committee”) and that Mr CHAN Sung-ip had declared his Vice Chairmanship of the Steering Committee. She also read out the list of Members who were concurrently the Members of the Working Group on Road Safety Education and Promotion, so as to indicate that they had made declaration of their membership. The membership list was set out in Annex II.

102. The Chairman said that as he and the Vice Chairman were the Members of the Steering Committee which were post in executive capacities, he invited Members to select a Member to take over the chair temporarily according to section 48(14) of the Standing Orders. Members agreed that Mr LAM Faat-kang would take over the chair temporarily.

103. The Acting Chairman asked if any Members needed to make declaration of other interests immediately. No Members made declaration of other interests. The Acting Chairman decided that the Members who were concurrently the Members of the Working Group on Road Safety Education and Promotion could speak, discuss and vote on the matter, and that the Members who had made declaration of their membership and Vice Chairmanship of the Steering Committee could remain in the meeting as observers but they could not speak, discuss or vote on the matter according to section 48(12) of the Standing Orders.

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

<u>Name of Activity</u>	<u>Applicant/ Co-organiser</u>	<u>Approved Funding (\$)</u>
(1) Tsuen Wan District Road Safety Day-cum-Exemplary Pedestrians Day	Hong Kong Lutheran Social Service Jockey Club Riviera Gardens Lutheran Integrated Service Centre	25,217.00
(2) Tsuen Wan District Road Safety Talk for the Elderly	Tsuen Wan Safe and Healthy Community Steering Committee	20,558.00
(3) Tsuen Wan District Road Safety Carnival	Hong Kong Lutheran Social Service Jockey Club Riviera Gardens Lutheran Integrated Service Centre	#223,403.00

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

(Post-meeting note: The TWDC had approved the above funding applications on 28 May 2019.)

XVII Item 16: Application for District Council Funds as regards Activities Co-organised by the Task Force on Public Transport Network and District Organisations

(T&TC Paper No. 14/2019)

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

106. The Chairman said that as he was a Member of the Task Force which was a post in nominal capacity, he would continue to chair the meeting. The Chairman decided that the Members who were concurrently the Members of the Task Force could speak, discuss and vote on the funding applications according to section 48(12) of the Standing Orders.

107. The Chairman asked if any Members needed to make declaration of other interests immediately. No Members made declaration of other interests.

108. The T&TC endorsed the following one funding application:

	<u>Name of Activity</u>	<u>Applicant/ Co-organiser</u>	<u>Approved Funding (\$)</u>
(1)	Tsuen Wan Green Minibus and Bus Frequency Service Survey	Hong Kong Lutheran Social Service Jockey Club Riviera Gardens Lutheran Integrated Service Centre	92,719.00

XVIII Item 17: Progress Reports of Working Groups under the Traffic and Transport Committee

(A) Working Group on Tsuen Wan Footbridge Network

109. Mr KOO Yeung-pong reported that according to the information provided by the HyD in late April 2019, the consultation programme of Footbridge B (Public Works Programme (PWP) Item No. 145TB) had commenced. The HyD and the consultant company had met local stakeholders and collected their views on 19 March, 22 March and 9 April 2019 respectively. Two rounds of roving exhibitions would be staged for a total of ten days in late April and early May 2019. The public could also browse the respective webpages for details and give comments on the project. The public consultation programme would end on 17 May 2019. Besides, the HyD planned to implement the projects of Footbridge C (PWP Item No. 145TB) and Footbridge E

(PWP Item No. 196TB) altogether. On 8 April 2019, the HyD and the District Councillors concerned had met the representatives of the residents of the housing estates near the proposed alignment of Footbridge E, including H Cube, Indi Home and City Point. The proposed footbridge alignments and proposals of connecting the footbridges to the existing buildings, as well as the arrangement for taking forward the projects of Footbridges C and E were preliminarily discussed at the meeting. Regarding the project of Footbridge D (PWP Item No. 164TB), the relocation of underground public utilities, ground investigation, foundation pile works of the footbridge as well as transplanting and compensatory planting of trees had been completed. The construction of bridge columns, lift tower and staircase, as well as the installation and connection works of the footbridge deck had also commenced. The HyD would continue to follow up the details of connection of the footbridge 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 at the pedestrian footbridge of Tai Wo Hau MTR Station, the HyD had received an objection during the gazettal period and expected to submit the relevant documents to the Chief Executive in Council for adjudication in May 2019. The HyD would proceed with the relevant design work of the foundation, structure, lighting, landscaping, drainage, mechanical and electrical works, etc.

(B) Task Force on Public Transport Network

110. Mr CHOW Ping-tim reported that the Task Force had held its 26th meeting on 24 April 2019 to continue to follow up and discuss the following ten items, including:

- (1) Request the TD and the departments concerned to assist in exploring a feasible proposal to provide an access at some parts of the divider between Waterside Plaza and City Point with a view to enable residents to move between the two housing estates conveniently and achieve a better living environment:

The TD reported the views of the property management offices and the representatives of owners of Waterside Plaza and City Point on unlatching the divider between Waterside Plaza and City Point at the meeting. As most people objected to the proposal, the TD would not continue to follow up the said proposal. After discussion, the Task Force agreed to issue a confirmation letter to Waterside Plaza and City Point that the TD's report was in line with their views;

- (2) Strongly request the Police and the TD to take immediate action to tackle the current traffic congestion on Luen Yan Street strictly and seriously in order to address the problem of disruption to public bus services and to improve the traffic flow in the area:

According to the HyD, the widening of the left-turn lane of Luen Yan Street to Sha Tsui Road near Bo Shek Mansion commenced in early April 2019. It was expected that the works would be completed in two months. The HKPF had issued 86 FPTs against illegal parking between January 2019 and 22 April 2019;

- (3) Strongly request the TD to urge the operators of various means of public transport to submit a proposal concerning the adjustment of transport service frequency to cope with the urgent demand as a result of a sudden surge of passengers:

According to the TD, a follow-up investigation would be conducted according to the suggestions for the service of minibus route no. 310M as given by Members at the previous meeting of the Task Force. The TD would report the findings of the investigation at the meeting of the Task Force once available. Besides, the KMB noted the issue of low frequency of route no. 238M and would adjust the bus service having regard to the patronage;

- (4) Strongly request the TD to promptly study the proposal of widening and improving the relevant road sections on Wing Tak Street and of providing taxi pick-up and drop-off parking spaces for the convenience of visitors and residents travelling to and from City Point; as well as request the HKPF to strengthen enforcement action on Wing Tak Street and Wing Shun Street to avoid aggravated traffic problem and maintain a smooth traffic flow on Tsuen Wan waterfront:

According to the HyD, it was expected that the District Lands Office, Islands would approve the application for temporary site allocation at Sham Shui Kok in early May 2019. After obtaining the approval, the HyD would complete the relocation work in about two or three months;

- (5) Strongly request the TD and the HyD to immediately provide detailed information on traffic projects at the industrial area at Wang Lung Street for Members' reference and discussion:

According to the HyD, it was expected that the works of providing a pedestrian crossing at Lung Tak Street would commence in the next two or three months and it would take about one month to complete the works;

- (6) Strongly request the MTR to provide more escalators that connect the ground floor level and the platform to provide further convenience for the Tsuen Wan residents to use the MTR service:

The Task Force requested the MTR to arrange for another site visit and trial run of reversing the travelling direction of escalators after the majority of the residents of Ocean Supreme had moved in;

- (7) Request the TD, 393 property developer and government departments to study the roll-out of the project of widening the exclusive left-turn lane at Ma Tau Pa Road concurrently in the course of construction of a new footbridge in order to save time throughout the whole construction periods of these two projects and bring convenience on transportation to the residents of Tsuen Wan district as soon as possible:

According to the HyD, the TD had redesigned the alignment of the road section concerned. The HyD was currently discussing the relocation of underground pipework with the public utility companies and required the contractor to draw up the temporary traffic arrangements for the works. Besides, the developer of lot 393 had substantially completed the construction of the new footbridge. Owing to the small area of the construction site, it would be infeasible to implement the two projects

concurrently;

- (8) Request the TD and HKPF to study the enhancement of effective and practicable traffic control measures at the road section near the market in Yeung Uk Road in order to maintain the anticipated smooth traffic on the carriageway and protect public safety:

According to the TD, it was found that the traffic conditions of the road section concerned had been improved after the designation of a 24-hour no-stopping area by the HyD on 1 March 2019. The TD would continue to pay attention to the traffic conditions on Yeung Uk Road and take other improvement measures when necessary. According to the HKPF, a total of 1 312 FPTs were issued between January 2019 and 12 April 2019. The HKPF had also implemented the traffic control measures at the road section concerned during peak hours and would adopt video-recording in the law enforcement action on a trial basis;

- (9) Request the TD to approve minibus route no. 95 to depart from Tsuen Wan Centre and travel along Tsuen King Circuit and Mei Wan Street next to Discovery Park until reaching Sai Lau Kok Road and Tsuen Wan MTR Station before following its existing route:

Currently, the TD was seeking views from the bus and minibus operators concerned and would follow up on the proposal after receiving their views; and

- (10) Proposed interchange discount at Fu Wah Street bus-stop for the express routes of buses via Shing Mun Tunnel:

According to the KMB, a detailed study on the proposal of enhancing the interchange discount should be conducted because the proposal involved financial implications and technical issues of the computer system. As the implementation of interchange discount was governed by various factors such as specified routes, travelling direction and journey time, the KMB suggested that the public should consider using the KMB's monthly tickets.

111. In addition, Members had discussed the "Bus Route Planning Programme 2019-2020 for Tsuen Wan District" and the application for DC Funds for activities co-organised by the Task Force and district organisations at the meeting. The Task Force would hold the 27th meeting on 5 June 2019.

(C) Working Group on Road Safety Education and Promotion

112. The Vice Chairman reported that the Working Group had held its 8th meeting on 15 April 2019 and discussed various activities for the current year. Members endorsed the arrangements and budgets of the three activities co-organised with local organisations, including the "Tsuen Wan District Road Safety Day-cum-Exemplary Pedestrians Day" and "Tsuen Wan District Road Safety Carnival" co-organised with the Hong Kong Lutheran Social Service Jockey Club Riviera Gardens Lutheran Integrated Service Centre, as well as "Tsuen Wan District Road Safety Talk for the Elderly" co-organised with the Tsuen Wan Safe and Healthy Community Steering Committee.

XIX Item 18: Any Other Business

113. Members put forth their views as follows:

- (1) he requested that the bus stop on Wai Tsuen Road should be restored to its original location for the residents to board and alight from buses and minibuses (Mr LAM Faat-kang); and
- (2) he opined that the location of the relocated bus stop on Wai Tsuen Road was inconvenient and enquired about the timetable of restoring the bus stop to its original location. He also proposed that the stop of GMB route no. 312 should be moved forward to enhance traffic safety (Mr CHAN Yuen-sum, Sumly).

114. The Chairman requested the KMB, TD and HyD to note Members' views and learn about the situation from the Members concerned after the meeting.

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

- (1) Financial Statement of Traffic and Transport Committee 2018-19 (T&TC Paper No. 15/2019).

116. The Chairman reminded Members that the next meeting was scheduled on 8 July 2019 and the deadline for submission of paper was 20 June 2019.

XX Adjournment of Meeting

117. There being no other business, the meeting was adjourned at 7:09 p.m.

Tsuen Wan District Council Secretariat
June 2019

Minutes of the Traffic and Transport Committee Meeting held on 4 March 2019

Amendments(1) Line 5 of Paragraph 8(17), page 5:

Original	a morning special departure from Tsing Lung Tau to Hong Kong Island at 6:40 a.m. had already been provided
Amendment	a morning special departure from Tsing Lung Tau to Hong Kong Island at 6:20 a.m had already been provided.

(2) Line 4 of Paragraph 8(18), page 5:

Original	and requested for the extension of the service hours of bus route nos. 261B and 234B
Amendment	and requested for the extension of the service hours of bus route nos. 261B and 234 D

(3) Lines 1 to 4 of Paragraph 8(19), page 5:

Original	he supported that bus route no. 52X heading to Tuen Mun should travel via the Tuen Mun Road Bus Interchange (Kowloon Bound) and proposed that similar arrangement should be made to for the departure of bus route no. 52X heading to Tuen Mun
Amendment	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

(4) Line 1 of Paragraph 18(11), page 12:

Original	he welcomed the provision of late night bus service of route nos. 930 and 934 travelling to Hong Kong Island via Tsuen King Circuit
Amendment	he welcomed the provision of late night bus service of route nos. N930 and N934 travelling to Hong Kong Island via Tsuen King Circuit

(5) Line 1 of Paragraph 23(23), page 17:

Original	he requested for an increase in service frequency of bus route no. 234B
Amendment	he requested for an increase in service frequency of bus route no. 234 D

(6) Line 3 of Paragraph 55, page 27:

Original	the interchange concession of \$1.1 of GMB route nos. 969M and 308M were provided
Amendment	the interchange concession of \$1.1 of GMB route nos. <u>96, 96M</u> and 308M were provided

(7) Lines 7 to 9 of Paragraph 55, page 28:

Original	passengers who had been waiting at the minibus stop in Sham Tseng Village since 7:55 a.m. could board the GMB route no. 969M only at 8:15 a.m. which indicated the problem of the existing service
Amendment	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., <u>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</u> which indicated the problem of the existing service

Traffic and Transport Committee
Membership List of the
Working Group on Road Safety Education and Promotion 2019

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

Traffic and Transport Committee
Membership List of the
Task Force on Public Transport Network 2019

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