

(Translation)

Minutes of the 22<sup>nd</sup> Meeting of Traffic and Transport Committee (2/2019)

Date: 8 July 2019

Time: 2:35 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 YICK Shing-chung, Angus  
Mr LAM Hin-fai  
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
Ms CHAN Hoi-ki, Maggie	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 Chi-shing	Chief Engineer/Traffic Survey & Support, Transport Department
------------------	---

For discussion of item 5

Ms Annie LAM	Public Relations Manager – External Affairs, Mass Transit Railway Corporation Limited
Mr Jacky CHAN	Senior Public Relations Executive – External Affairs, Mass Transit Railway Corporation Limited

For discussion of item 8

Mr LIU Kin-wai, Rick	Senior Transport Officer/Bus/NTW, Transport Department
----------------------	--

For discussion of item 9

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

Absent:

Co-opted Member

Mr NG Tsan-ming

The Meeting

I Opening Remarks and Introduction

The Chairman welcomed the Members, Co-opted Members and representatives from the Government and corporations to the 22nd meeting of the Traffic and Transport Committee (T&TC), and introduced Ms CHAN Hoi-ki, Maggie who

succeeded Mr CHONG Kwok-wai as District Engineer/General (3) (Dist Engr/G(3)) of the Highways Department (HyD).

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

II Item 1: Confirmation of Minutes of the Meeting held on 6.5.2019

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

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

A. Paragraphs 60-67 of the Minutes of the Meeting held on 6 May 2019: 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; and Paragraphs 84-89 of the Minutes of the Meeting held on 6 May 2019: 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

4. The Chairman said that Members and the representatives from the departments concerned had conducted an on-site inspection at Hoi Kwai Road Public Transport Interchange (the “HKRPTI”) on 30 May 2019. To facilitate report and discussion, the above two items would be discussed together under the Matters Arising from the Minutes of the Previous Meeting.

5. Engineer/Tsuen Wan 1 (Engr/Tsuen Wan 1) of the Transport Department (TD) reported that the TD and Members had conducted an on-site inspection at the HKRPTI on 30 May 2019. As Members generally supported the TD’s proposal of converting part of the taxi stand into a minibus stop at the HKRPTI, the TD immediately consulted the public transport operators concerned and issued a Works Request Form to the HyD upon completion of the consultation.

6. Senior Transport Officer/Tsuen Wan (Sr Transp Offr/Tsuen Wan) of the TD reported that the TD noted Members’ views. The TD would closely monitor the operation of the PTI and the traffic conditions in the vicinity, as well as taking improvement measures where necessary.

7. Officer-in-Charge, District Traffic Team (Tsuen Wan) (OC Dist Traffic Team (Tsuen Wan)) of the Hong Kong Police Force (HKPF) reported that the HKPF had submitted its proposals to the TD after the on-site inspection. The TD would take the proposals into consideration when planning the improvement project.

8. The Vice Chairman said that as the tender exercise for a public car park near the PTI was in progress, he hoped that the TD would prevent overlapping between the construction site of the improvement project and the entrance/exit of the public car park when planning the improvement project.

9. The Chairman requested the TD to note the Member's views.

(Note: Mr LI Hung-por joined the meeting at 2:38 p.m. The Hon CHAN Han-pan, Ben and Mr CHENG Chit-pun joined the meeting at 2:39 p.m. Mr YICK Shing-chung, Angus joined the meeting at 2:40 p.m.)

B. Paragraphs 76-83 of the Minutes of the Meeting held on 6 May 2019: Request for Provision of Additional Minibus Stops of Route No. 85 at Ma Sim Pai Road

10. Sr Transp Offr/Tsuen Wan of the TD reported that the minibus operator concerned would provide additional minibus stops at Ma Sim Pai Road in the next few weeks.

11. The views and enquiries raised by Members were summarised as follows:

- (1) as residents earnestly aspired for the provision of additional minibus stops in the vicinity of Ma Sim Pai Road, he requested the TD to notify Members of the timetable of provision of additional minibus stops upon confirmation (Mr LAM Faat-kang); and
- (2) he requested the TD to actively follow up the proposals of providing whole-day service of bus route no. 40P and extending the routing of this bus route as put forth by Members at the previous meeting of the T&TC (the Vice Chairman).

12. The Chairman concluded that the TD noted Members' views.

(Note: Mr NG Chun-yu joined the meeting at 2:43 p.m. Mr MA Ting-hei joined the meeting at 2:44 p.m.)

IV Item 3: Installation Works of Bollards on Heung Wo Street in Tsuen Wan  
(T&TC Paper No. 18/2019)

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

- (1) Mr LEE Chi-shing, Chief Engineer/Traffic Survey & Support (Ch Engr/Traffic Survey & Support) of the TD; and
- (2) Mr LUI Sui-hung, Eddie, OC Dist Traffic Team (Tsuen Wan) of the HKPF.

14. Ch Engr/Traffic Survey & Support of the TD and OC Dist Traffic Team (Tsuen Wan) of the HKPF introduced the paper.

(Note: Mr CHOW Ping-tim joined the meeting at 2:49 p.m.)

15. The views and enquiries raised by the Chairman and Members were summarised as follows:

- (1) he enquired whether the illegal occupation of metered parking spaces by shop operators as mentioned in the paper referred to that occurred at Hau Tei Square. He also enquired about the number of accident cases caused by vehicles which crashed into bollards when turning into parking spaces. According to the current legislation, if the shop operators had paid the parking fees, they could legally operate business at the respective metered parking spaces. He also pointed out the failure to reflect in the photos of the paper that some operators of vehicle maintenance workshops had proactively installed pedestrian warning lights to alert the pedestrians to vehicles entering/exiting the workshops (Mr KOO Yeung-pong);
- (2) as there were many elderly residents in the urban area of Tsuen Wan and some footpaths in the district were relatively narrow, he opined that the installation of bollards on footpaths might cause inconvenience to the elderly and other pedestrians (Mr KOO Yeung-pong);
- (3) the operators had to obtain a three-year licence from the Electrical and Mechanical Services Department (EMSD) in order to operate a vehicle maintenance workshop and many operators wished to continue their business at the location concerned. Hence, he hoped that the TD would give more time to the operators and proposed that the TD should consider other approaches to address the safety issue, e.g. following the practice adopted in car parks to install kerbs or bollards on the ground. Besides, although the cost of bollards was low, the installation of just a few bollards would bring a huge impact to the business of the vehicle maintenance workshops. Therefore, some operators decided not to renew the licence upon expiry (Mr KOO Yeung-pong);
- (4) he pointed out that on one hand, the TD provided assistance for some affected vehicle maintenance workshops in applying for addition of vehicular run-in/out and on the other, the TD helped some vehicle maintenance workshops to confirm with the Lands Department (Lands D) that the addition of vehicular run-in/out was infeasible. He felt puzzled about the TD performing the duties of the Lands D in parallel. As bollards were being installed in other locations of the district, the vehicle maintenance workshops might still be affected by other installation works of bollards of the TD even if they were relocated to the industrial areas in the district (Mr KOO Yeung-pong);
- (5) as the TD had all long not sought views from the district councillor of the constituency area, he was only aware of the matter after the affected shop operators received the notification letter. Currently, as the Public Complaints Office of the Legislative Council (LegCo) was still processing the case, he could not understand why the TD submitted the paper to the T&TC at the moment (Mr KOO Yeung-pong);

- (6) he enquired about the prosecution figures of illegal occupation of metered parking spaces in other districts and the accident figures with respect to vehicles entering/exiting the vehicle maintenance workshops (the Hon CHAN Han-pan, Ben);
- (7) he supported that the HKPF should initiate prosecution against the illegal occupation of metered parking spaces by shop operators. However, he hoped that the TD and HKPF would understand that it was very difficult for the operators of vehicle maintenance workshops to obtain the licence from the EMSD. Besides, the number of vehicle maintenance workshops issued with the licence concerned was in decline. If the installation works of bollards continued, it might accelerate the decline of vehicle maintenance workshops in the vicinity of Heung Wo Street. As the Government had no reprovisioning plan for time being, he held that it proceeded with some installation works rather hastily (the Hon CHAN Han-pan, Ben);
- (8) currently, the operators of some vehicle maintenance workshops had installed pedestrian warning lights at their own expenses and arranged staff to ensure the safety of pedestrians and motorists when vehicles entered/exited the workshops. However, the paper did not entail these measures adopted by the workshops (the Hon CHAN Han-pan, Ben);
- (9) as some vehicle maintenance workshops operated at rented premises and many operators who were elderly persons needed some time to identify other appropriate locations to continue the business, he suggested that the TD should only commence the installation works of bollards after most of the vehicle maintenance workshops had moved out and only install bollards at the building entrances or locations with higher pedestrian flow. TD should also identify alternative proposals (the Hon CHAN Han-pan, Ben);
- (10) as the footpaths in the vicinity of Heung Wo Street were relatively narrow, it was not very meaningful to install bollards on these footpaths (Mr LAM Faat-kang);
- (11) he enquired about the casualty figures related to the parking of vehicles in the vicinity of Heung Wo Street. He also pointed out that although one of the major duties of the HKPF was to initiate prosecution against illegal parking, the implementation of the works concerned was not directly related to the HKPF (Mr LAM Faat-kang);
- (12) given the large number of vehicles in Hong Kong, there was a strong demand for the services provided by small-scale vehicle maintenance workshops. In his opinion, the Government had created policy contradictions because only certain vehicle maintenance workshops were allowed to operate in Heung Wo Street. Hence, he proposed that the works should only be implemented after enhancing the education work and putting in place a reprovisioning plan (Mr LAM Faat-kang);
- (13) he had enquired the TD whether it had communicated with the district councillor of the constituency concerned. At that time, the TD replied that it had coordinated with the district councillor and completed the study on the proposal concerned. However, the district councillor of the constituency area stated earlier that he knew nothing about the TD's

measures. Hence, he requested the TD to explain its ways of communication with the district councillor of the constituency concerned (Mr YICK Shing-chung, Angus);

- (14) he enquired whether the TD would, apart from the installation works of bollards on Heung Wo Street, install bollards across the board on the footpaths outside the vehicle maintenance workshops in the district (Mr YICK Shing-chung, Angus);
- (15) as the information provided by the TD was inadequate, Members might fail to grasp the whole picture and disseminate wrong messages (Mr NG Hin-lung, Norris);
- (16) he enquired whether vehicular run-in/out was set up at the buildings of the vehicle maintenance workshops which raised objection to the installation works of bollards; whether the Buildings Department (BD) had given advice on the structural safety of the buildings concerned; whether the HKPF would take law enforcement actions against motorists who drove their vehicles onto the footpaths without vehicular run-in/out; when the parking spaces around Heung Wo Street were set up; and about the TD's comments on the design of the roads in the vicinity of Heung Wo Street (Mr NG Hin-lung, Norris); and
- (17) he enquired when the metered parking spaces around Heung Wo Street were set up (the Chairman).

16. Ch Engr/Traffic Survey & Support of the TD responded as follows:

- (1) the bollards would be installed about one foot from the roadside, alike ordinary street lamp posts and parking meter poles. The bollards would also be installed as near to the roadside as possible, in order to prevent motorists from driving onto the footpath or parking their vehicles beyond the markings of parking space and occupying the footpath. Besides, as the bollards would be installed in an appropriate quantity, the existing footpaths were wide enough to accommodate the bollards. The bollards would not cause inconvenience to pedestrians even during peak hours when the pedestrian flow was higher;
- (2) the installation of bollards would facilitate easy identification of parking spaces by the motorists. Besides, as the length of vehicle and the position of wheels varied from vehicle to vehicle, the TD had no plan to install kerbs on the ground for the time being;
- (3) the operators of the vehicle maintenance workshops concerned were free to decide whether pedestrian warning lights should be installed according to their needs. However, the TD held that the installation of bollards was a long-term and effective measure to enhance pedestrian safety;
- (4) regarding the compensatory measures for the vehicle maintenance workshops concerned, the operators should decide on the type of premises on their own and consider whether the surrounding environment of the premises was suitable for the operation of vehicle maintenance workshop;
- (5) the TD had conducted on-site inspections and held meetings with the district councillor of the constituency concerned for discussion about the works in

March and April 2019. The TD would enhance communication as well as discussing the details and timetable of the next stage of the works with the district councillor concerned;

- (6) the TD did not have the details of history of the vehicle maintenance workshops and parking spaces in the vicinity of Heung Wo Street at the moment. However, it was crucial to identify measures to improve the environment, ensure the safety of pedestrians and motorists as well as fostering a better environment. If the operators had identified locations suitable for addition of vehicular run-in/out, they should submit application to the Lands D on their own;
  - (7) regarding the design of the roads in the vicinity of Heung Wo Street, the TD considered that given the high utilisation rate of the parking spaces and the parking of a large number of vehicles at Heung Wo Street, it was undesirable to allow heavy vehicular flow to and from the location concerned and therefore, the existing arrangement of parking spaces aligned with the actual situation better;
  - (8) the structural safety of buildings fell beyond the TD's purview; and
  - (9) the above works aimed to ensure the safety of pedestrians and motorists, as well as creating a better environment for shop operators to run their business and pedestrians to use the footpaths concerned. The TD wished to solicit Members' views, discuss the works details and confirm the works schedule at this meeting.
17. The views and enquiries raised by Members were summarised as follows:
- (1) even though the district councillor of the constituency concerned had expressed reservations over the works time and again, the TD still proceeded with the works and submitted the paper to the T&TC. As the works had aroused controversy, he believed that it was difficult to reach a consensus at the meeting. Hence, he hoped that the TD would suspend the works and submit the paper again after a preliminary consensus was reached (Mr WONG Wai-kit);
  - (2) he agreed that the works could enhance pedestrian safety. However, he commented that the installation of bollards might not be the best option and it did not directly correlate with the illegal occupation of metered parking spaces by shop operators. He therefore opined that the details of the proposal were controversial and should be subject to further deliberation (Mr NG Chun-yu);
  - (3) the affected vehicle maintenance workshops were willing to install pedestrian warning lights on their own. Hence, he enquired whether the TD had prepared a transitional proposal; the TD had considered other proposals and the related details; the TD had discussed the proposals with the district councillor of the constituency concerned; and about the TD's criteria of installation of bollards (Mr NG Chun-yu);

- (4) she expressed dissatisfaction over the contents of the paper and the response given by the TD. She opined that the TD should not submit the paper to the T&TC without firstly reaching a consensus with the district councillor of the constituency concerned (Ms LAM, Lam Nixie);
- (5) he supported the TD to submit the paper to the T&TC for discussion. He was supportive of the works from the perspective of pedestrian safety. However, he held that from the commercial point of view of the vehicle maintenance workshops, there was still room for discussion. Hence, he opined that it might be necessary for the TD to adopt other approaches with higher flexibility (Mr CHOW Ping-tim);
- (6) he requested the Tsuen Wan District Office (TWDO) to give an account for the details of the district consultation conducted in March 2018 (Mr CHOW Ping-tim);
- (7) he agreed that the works aimed to enhance pedestrian safety. Besides, he pointed out that according to some wheelchair users, their access had never been hindered by the bollards installed around the location concerned and the vehicles entering/exiting the vehicle maintenance workshops would also give way to wheelchair users along the footpaths (the Vice Chairman);
- (8) all along, the traffic order had been effectively maintained by the vehicle maintenance workshops which had been in operation for years at Heung Wo Street. However, the nearby area of Heung Wo Street had undergone transformation in the past two years. The operators of some vehicle maintenance workshops had integrity problems and failed to properly maintain the traffic order. Besides, many new buildings were commissioned and shops of different sectors were set up in the surroundings (the Vice Chairman);
- (9) as the details of the next stage of the works were yet to be discussed, he proposed that the TD should firstly cancel the metered parking spaces and set up a 24-hour restricted zone, in order to ensure that the footpaths concerned were available for use by pedestrians and vehicles entering/exiting the vehicle maintenance workshops. The TD should only proceed with the works after a consensus was reached between the TD and the affected vehicle maintenance workshops (the Vice Chairman);
- (10) he enquired whether the TD's installation works of bollards was directed at the vehicle maintenance workshops in the vicinity of Heung Wo Street. In his opinion, the 12 affected vehicle maintenance workshops had been operating at the location concerned for long and the addition of vehicular run-in/out was unattainable. If the TD had no reprovisioning proposal at the moment, it should give sufficient time to the affected vehicle maintenance workshops to tackle the problem or allow the reduction of these workshops by natural phasing out (the Hon CHAN Han-pan, Ben);
- (11) he opined that the TD had not properly handle the requests of the vehicle maintenance workshops and the dissenting views of the district councillor of the constituency concerned. Besides, as there was no direct correlation between the illegal occupation of metered parking spaces by the operators

and the installation works of bollards, he opined that the TD should not press ahead with the works (the Hon CHAN Han-pan, Ben);

- (12) the installation of pedestrian warning lights and the adherence to self-regulation by the vehicle maintenance workshops were the most effective measures to ensure pedestrian safety. By adopting these measures, the installation of bollards would no longer be necessary (the Hon CHAN Han-pan, Ben); and
- (13) he had discussed the works concerned with the affected shop operators after receiving the consultation paper in March 2018 and with several representatives of the TD afterwards. However, no solution could be worked out. Besides, the TD was rather hasty in planning to complete the works in February 2019. The affected vehicle maintenance workshops were not given enough time to settle the tenancy and relocation matters. Currently, while the disputes over stage two of the works remained unresolved, the TD had already submitted the paper to the T&TC for discussion of stage three of the works. Also, even though the EMSD had issued licence to the vehicle maintenance workshops for operation long ago, the TD planned to install bollards in front of the workshops according to the current situation. He therefore commented that the TD acted bureaucratically and ignored public opinion (Mr KOO Yeung-pong).

(Note: Mr FUNG Cheuk-sum left the meeting at 3:25 p.m.)

18. Ch Engr/Traffic Survey & Support of the TD responded as follows:

- (1) the function of bollards was to enhance pedestrian and traffic safety. The installation of bollards had no direct correlation with the illegal occupation of metered parking spaces. Besides, the smart parking meters which would be adopted by the TD in future might help solve the problem concerned;
- (2) the TD had also received many complaints about large vehicles, including the body of the vehicle exceeding the end marking of parking space, occupying the footpaths in the vicinity of Heung Wo Street and causing obstruction to pedestrians or other people who needed to use the footpaths. As the rear of a large vehicle was generally higher and longer, the large vehicle was more likely to cause obstruction on footpath when it was parked. Therefore, the TD decided to set up bollards on Heung Wo Street;
- (3) having communicated with the district councillor of the constituency concerned and the relevant Members earlier, the TD held that stage one of the works concerning the installation of bollards at pedestrian crossings and stage two of the works concerning the installation of bollards at entrances/exits of buildings could be completed first. The installation of bollards at the remaining locations, including the footpaths outside general shops and vehicle maintenance workshops, could be carried out later to reduce the immediate impact on various parties. The TD would submit a paper on the works to the T&TC for discussion before implementation, with a view to collecting more views at an early stage;

- (4) the TD had not drawn up the timetable for the phased implementation of the remaining works for the time being. The TD considered that sufficient space was reserved for loading/unloading activities at the locations installed with bollards. Moreover, regarding the said problems of obstruction on footpath as relayed by the public, the TD wished to make arrangement and proceed with the works step by step, in order to install bollards at the remaining locations as mentioned above;
- (5) regarding the reprovisioning and relocation of vehicle maintenance workshops, the shop operators ran their business in different sectors with different operating models. Hence, the TD was not in a position to make decision and arrangement for the operators. In view of the strong demand for parking spaces in the district, a number of new car parks would be completed progressively. He learnt that some vehicle maintenance workshops operated in industrial buildings or the car parks therein. The vehicle maintenance workshops concerned might consider the feasibility of this operating model;
- (6) the TD implemented the installation works of bollards to address the issues of parking and pedestrian safety, instead of directing at the vehicle maintenance workshops in the vicinity of Heung Wo Street. It was believed that compared with the installation of pedestrian warning lights, the installation of bollards was a more effective long-term measure to ensure pedestrian safety and thereby enhancing the overall environment at the location concerned;
- (7) regarding the proposals of cancelling the metered parking spaces and designating a 24-hour restricted zone, a number of metered parking spaces were occupied by some vehicle maintenance workshops for operation currently. However, these workshops should not do so according to their operating model. Besides, in light of the demand for parking spaces from the general public, the metered parking spaces at the location concerned should be made available for use by the public in a fair manner; and
- (8) hopefully, Members would give more comments on the works. The TD would further communicate with Members when necessary and prepare the relevant timetable.

19. Assistant District Officer (Tsuen Wan) of the TWDO responded as follows:

- (1) when a leading department in certain policies or measures requested for the TWDO's assistance in conducting a district consultation, the TWDO would recommend a list of persons and units which should be consulted for consideration by the leading department. The district consultation would commence after both parties agreed on the list of consultees;
- (2) the TD commissioned the TWDO to conduct a district consultation on the installation works of bollards on Heung Wo Street in March 2018. The consultees included the district councillor of the constituency concerned, the Chairman and the Vice Chairman of the T&TC, the Chairman and the Vice Chairman of the area committee concerned, as well as the owners' corporations of the buildings near Heung Wo Street; and

- (3) the dissenting views accounted for the majority of the views collected. The TD had lobbied and explained the works to the persons and units concerned after learning of the findings of the district consultation.
20. OC Dist Traffic Team (Tsuen Wan) of the HKPF responded as follows:
- (1) as shown in the photos of the paper, the width of the footpath installed with bollards was at least 1.8 metres which allowed passage by wheelchair users in compliance with the HyD's standards. It showed that the footpath would not become too narrow after installation of bollards;
  - (2) the nature of accident involving a reversing vehicle which ran onto the footpath and caused pedestrian casualties was more serious than that of a vehicle crashing into bollards. While noting the assumption that vehicles might run into bollards upon installation, he had reservation as to whether vehicles would run onto a footpath devoid of bollards;
  - (3) he learnt that the licence issued by the EMSD to the vehicle maintenance workshops permitted the use of lifting appliance within the workshops, instead of permitting the operation of vehicle maintenance workshops;
  - (4) the HKPF was pleased to see the installation of pedestrian warning lights and the deployment of staff by some vehicle maintenance workshops to safeguard pedestrian safety. However, he had reservation as to whether the workshops would adhere to these practices and self-regulation continuously. The HKPF therefore sought assistance from the TD in implementing the works concerned to assure enhanced pedestrian safety;
  - (5) the HKPF wished to, through inter-departmental collaboration, improve the problem concerned and create a safe environment for the community by capitalising on the TD's professional advice;
  - (6) after completion of the district consultation by the TWDO in March 2018, the TD invited representatives of the HKPF to attend meetings for discussion of the opposing opinions with the operators from the location concerned and the district councillor of the constituency concerned on 16 April, 16 July and 30 July 2018. The representatives of the HKPF had given response at the meetings accordingly; and
  - (7) during the grievance meeting held by the Public Complaints Office of the LegCo on 2 April 2019, a district councillor requested that after completion of stages one and two of the works, the TD should firstly consult the District Council (DC) concerned if it wished to proceed with stage three of the works.
21. The views and enquiries raised by the Chairman and Members were summarised as follows:
- (1) in his opinion, it seemed that the HKPF was more eager than the TD to implement the works. However, the HKPF should focus on the law enforcement work and listen to Members' dissenting views while considering the safety factors (Mr LAM Faat-kang);

- (2) the TD should consider setting up loading/unloading precincts for goods vehicles or parking spaces for large goods vehicles and small vehicles according to the width of road (Mr LAM Faat-kang);
- (3) he proposed that the existing parking spaces should be repositioned from a vertical position to a horizontal position along the edge of the footpaths. Although such conversion would reduce the supply of parking spaces, it could minimise the possibility of motorists driving vehicles onto the footpaths and as a result, the installation of bollards would be unnecessary (Mr CHOW Ping-tim);
- (4) he requested the departments concerned to provide the list of consultees in detail and the exact number of persons or shop operators who raised objection to the works (Mr CHOW Ping-tim);
- (5) he enquired about the TD's handling of the works after completion of stage three of the works (the Vice Chairman);
- (6) to avoid the works from being shelved due to a protracted debate, he proposed to cancel all the metered parking spaces and designate a 24-hour restricted zone before the commencement of stage three of the works, in order to enable the operators of the vehicle maintenance workshops concerned to understand that the installation works of bollards was still open for discussion. The pedestrian safety could also be enhanced at this stage (the Vice Chairman);
- (7) he opined that the TD should submit different proposals addressing the core of controversy over the works to the T&TC for discussion. In his opinion, it was irresponsible for the TD to put forth a single proposal only (Mr NG Chun-yu);
- (8) some vehicle maintenance workshops lacked self-regulation mainly because the authority had not introduced the relevant penalties yet. Thus, he suggested that the works details should be adjusted when the workshops violated the regulations repeatedly (Mr NG Chun-yu);
- (9) if the works failed to proceed because the footpaths were not wide enough to accommodate the bollards, the footpaths could be widened for the installation of bollards by repositioning the parking spaces to a horizontal position. Nevertheless, the crux of the problem was whether vehicular access was available at the buildings. He thus enquired whether the TD had conducted an investigation accordingly. He also opined that as the TD failed to illustrate the views of various parties in detail, the meeting lacked a clear focus for discussion and Members found it difficult to make a decision (Mr NG Hin-lung, Norris);
- (10) as the buildings in the vicinity of Heung Wo Street were aged buildings, he believed that the BD might not possess all the related information such as the loading of these buildings (the Chairman);

- (11) some vehicle maintenance workshops had submitted application to the Lands D for addition of vehicular access and approval might be granted. After obtaining the approval, the operators were required to provide a ramp within the respective workshop and across the footpath, as well as installing bollards on both sides of the vehicular access to clearly mark the entrance/exit (the Chairman); and
- (12) he enquired about the implementation of the works by phase by the TD. He commented that in view of the illegal occupation of metered parking spaces by some vehicle maintenance workshops at present, the TD should face up to the problem and explore solutions even if the next stage of the works failed to proceed for the time being (the Chairman).

22. Ch Engr/Traffic Survey & Support of the TD responded as follows:

- (1) the TD planned to install bollards outside the shops along all the footpaths concerned where parking spaces were set up in the final stage of the works, and the installation works could be carried out in phases. The TD also proposed to firstly install bollards outside other shops in stage three of the works, so as to reserve more time for the vehicle maintenance workshops to make arrangement and minimise the immediate impact on the entrances of these workshops;
- (2) regarding the proposal of repositioning the exiting parking spaces to a horizontal position parallel to the footpaths, motorists usually needed to park their vehicles at on-street parking spaces due to the limited number of car parks in the vicinity of Heung Wo Street. Hence, the TD wished to strike a balance given the space constraint. The proposal might be considered if additional parking spaces could be provided at other locations in future;
- (3) the TD had discussed the works with various parties upon the conclusion of the district consultation. While the operators of 11 vehicle maintenance workshops stood by their opposing views, others no longer objected to the works;
- (4) the TD understood that Members were mainly concerned about the impact of the works on the vehicle maintenance workshops. Therefore, the TD had especially highlighted the locations concerned in the paper for Members' reference;
- (5) the TD and HyD had worked out the required width of footpath. The TD would consider adopting the relevant improvement measures when the width of footpath did not meet the requirement; and
- (6) the TD considered that the locations for installation of bollards were appropriately selected and the proposal of installing fences might cause inconvenience to the public. In this connection, the TD held that the installation of bollards would be the only feasible option and hoped that Members would give comments on the phased implementation of the works.

23. OC Dist Traffic Team (Tsuen Wan) of the HKPF responded as follows:
- (1) the HKPF was not particularly eager for the installation of bollards. However, the HKPF hoped that the installation of bollards would prevent casualties caused by vehicles which ran onto the footpaths when reversing into the parking spaces. Hopefully, through inter-departmental collaboration, the TD's professional advice and safety proposals would enhance the safety of road users and pedestrians;
  - (2) the HKPF would improve the road environment through public education, law enforcement and road works, and wished to communicate with Members and collect views at the meeting;
  - (3) in 2017, a total of 24 traffic accidents occurred in Heung Wo Street and one of these accidents involved casualties. In 2018, a total of 13 traffic accidents occurred in Heung Wo Street with no casualties. Besides, there was no evidence showing that the traffic accidents were caused by vehicles which ran onto the footpaths when reversing into the parking spaces;
  - (4) the role of the HKPF was to initiate prosecution against offenders according to their offences under the respective legislations and bring the offenders to the court. Therefore, it might not be fair to set penalties by the HKPF and the HKPF was not in a position to introduce penalties. If a person committed a minor offence and no other persons were affected, the HKPF would give verbal warning to the offender; and
  - (5) there were 449 cases in which the users of metered parking spaces in Heung Wo Street did not pay their parking fees. As the metered parking spaces in the vicinity of Heung Wo Street were not only occupied by the vehicle maintenance workshops and some members of the public would use the metered parking spaces without paying the parking fees, the HKPF was unable to provide the number of cases in which the vehicle maintenance workshops did not pay on the parking fees of metered parking spaces at the moment.
24. The Chairman said Members agreed that importance should be attached to the pedestrian safety issues around Heung Wo Street, but the proposal and details of the works had caused controversy. In this connection, he permitted Members to give further supplementary remarks and each Member could speak up to 3 minutes. He hoped that Members would confine their views to the details of stages three and four of the works.
25. The views and enquiries raised by Members were summarised as follows:
- (1) he agreed that importance should be attached to the safety issues. However, the affected vehicle maintenance workshops should be given time and room to make arrangement. As the operators of the affected vehicle maintenance workshops had lodged complaint to the Office of the Ombudsman, the TD should suspend or shelve stage three of the works for the time being (Mr KOO Yeung-pong);
  - (2) he pointed out the serious shortage of parking spaces in the district. He objected to the proposal of cancelling the metered parking spaces and

requested that suitable sites should be identified for provision of additional metered parking spaces in the district (Mr KOO Yeung-pong);

- (3) he opined that the TD should concentrate on communicating with the operators of the remaining 11 vehicle maintenance workshops who held objection to the works. In his opinion, the meeting should put the discussion on hold because it was difficult to reach a consensus at the moment. He proposed to continue the discussion at the next meeting of the T&TC, so that the TD could further discuss with the district councillor of the constituency concerned before then (Mr CHOW Ping-tim);
- (4) the TD had agreed to postpone the installation of bollards on the footpaths outside the 11 vehicle maintenance workshops which held objection to the works. He hoped that Members would comment on the installation of bollards at the non-controversial locations on Heung Wo Street in stage three of the works (the Chairman);
- (5) he was unable to state his position because information was inadequate at the moment. However, he hoped that the TD would refrain from installing bollards on every street in the district. The TD should not tackle all traffic issues by resort to installation of bollards. He opined that the TD should firstly seek views from the district councillor of the constituency concerned and only consult the T&TC where necessary (Mr LAM Faat-kang);
- (6) he clarified that his remark given earlier on the issues of self-regulation and penalties were not directed at the HKPF. Instead, he wished to point out that the installation of bollards might serve as a form of punishment (Mr NG Chun-yu);
- (7) as the works had aroused controversy, the TD should have thoroughly discussed it with Members from the very beginning. He also requested that the TD should only submit a paper to the T&TC for discussion after it had worked out a proposal which was accepted by both the objectors and supporters of the works (Mr NG Chun-yu);
- (8) the TD should fully explain the details of stages three and four of the works, so that the affected vehicle maintenance workshops could make preparations early. If the T&TC would continue to discuss the works at the meeting in September 2019, he requested the TD to submit a paper containing the relevant details. However, the paper should not only describe the operation of shops from one specific sector (the Vice Chairman);
- (9) he requested the TD to provide the detailed information of the works and proposed to continue the discussion at the next meeting of the T&TC (Mr CHAN Sung-ip); and
- (10) she opined that the preliminary liaison work conducted by the TD was inadequate, and hoped that the TD would communicate with the district councillor of the constituency concerned and the objectors pragmatically (Ms LAM, Lam Nixie).

26. Ch Engr/Traffic Survey & Support of the TD said that the TD would not install bollards in the entire Tsuen Wan district. The TD would continue to discuss with

Members the details of stage three of the works. Hopefully, Members would consider implementing the installation works of bollards along the edge of the footpaths behind the parking spaces outside the less-controversial shops. The TD would continue to communicate with Members actively and thanked Members for their comments.

(Note: Mr CHAN Chun-chung, Jones joined the meeting at 4:15 p.m.)

27. The Chairman concluded that he requested the TD and HKPF to note Members' views and continue to communicate with Members. The captioned item would not be further discussed at the next meeting of the T&TC.

28. Mr CHOW Ping-tim objected to excluding the captioned item from the Matters Arising from the Minutes of the Previous Meeting for discussion at the next meeting.

29. The Chairman stated that unless the TD put forth other proposals, the captioned item should only be discussed at the meeting of the T&TC again after the TD had communicated with the Members concerned.

V Item 4: Strongly Request the Departments Concerned including the Transport Department and Hong Kong Police Force to Promptly Study the Short-term and Long-term Traffic Enhancement Measures for Improvement of the Roundabout at Texaco Road in order to Prevent the Impact brought by the Traffic Congestion at the Roundabout again to the Daily Commute of the Residents in Tsuen Wan District by Means of Transport to Reach the Workplaces and Schools As Usual (T&TC Paper No. 19/2019)

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

31. Mr CHOW Ping-tim introduced the paper.

32. Engr/Tsuen Wan 1 of the TD responded that the TD had requested the HyD to explore the construction of a road connecting the section of Texaco Road near Ma Tau Pa Road and Lung Tak Street to Tsuen Wan Road under the works for the widening of Tsuen Wan Road; draw up traffic improvement measures for Texaco Road; construct a new flyover to link the unfinished flyover on Texaco Road and Texaco Road (south bound) with a view to improving the traffic conditions at Tsuen Tsing Interchange. The HyD had engaged consultants to conduct the relevant study in May 2019 and the TD would closely monitor the situation.

33. OC Dist Traffic Team (Tsuen Wan) of the HKPF responded that according to the record of the Police, three traffic accidents occurred at the roundabout at Texaco Road on 15 and 27 May 2019. The first accident occurred at Tsuen Wan Road with casualties and the remaining two accidents occurred at Texaco Road without casualties. Moreover, the busy loading/unloading activities in the industrial area in Tsuen Wan also contributed to the traffic congestion at the roundabout at Texaco Road. When traffic congestion occurred, the District Traffic Team (Tsuen Wan) and Traffic

New Territories South would deploy police officers to direct the traffic at Yeung Uk Road, Wang Lung Street, the junction of Ma Tau Pa Road and Wang Lung Street, Texaco Road, Lung Tak Street, Ma Kok Street, Fui Yiu Kok Street, Tsuen Wan Road and Tsuen Tsing Interchange in order to alleviate and divert the vehicular flow, and thereby preventing the deterioration of traffic congestion due to the influx of additional vehicles to the industrial area.

34. The views and enquiries raised by the Chairman and Members were summarised as follows:

- (1) he supported the Member's proposal and pointed out that the loading/unloading activities in Tsuen Wan East Industrial Area often caused traffic congestion. The tailback usually reached the roundabout at Texaco Road, Tsing Tsuen Road and Tsing Yi, and occupied about two lanes. He was worried that the said problem would remain unresolved even after the completion of the widening of Tsuen Wan Road (Mr CHAN Sung-ip);
- (2) he agreed that the HKPF had made every effort to divert the traffic. However, the HKPF still could not grasp the exact time of occurrence of traffic congestion at the roundabout at Texaco Road. He hoped that the HKPF would pay more attention in this regard (Mr CHAN Sung-ip);
- (3) the problem of traffic congestion at the roundabout at Texaco Road adversely affected the traffic between Tsuen Wan and Ma Wan. According to observations, the traffic congestion usually occurred in the afternoon, especially in the afternoon of Fridays or on the day before a public holiday (Mr TAM Hoi-pong);
- (4) he enquired whether the HKPF had formulated other contingency plans to tackle the problem of traffic congestion caused by the loading/unloading activities in Tsuen Wan East Industrial Area. He believed that if a comprehensive contingency plan was drawn up, it could help reduce the occurrence of traffic congestion at the roundabout at Texaco Road (Mr TAM Hoi-pong);
- (5) the problem of tailback caused by the loading/unloading activities in Tsuen Wan East Industrial Area before public holidays had existed for some time. It was different from the problem of traffic congestion during peak hours in the morning as raised by him under the captioned item (Mr CHOW Ping-tim);
- (6) he agreed that the HKPF should attach importance to the problem of traffic congestion which occurred before public holidays. However, as the widening of Tsuen Wan Road by the HyD was pending commencement, he hoped that the HKPF would set aside manpower to direct the traffic during peak hours in the morning (Mr CHOW Ping-tim); and
- (7) while the problem of tailback caused by the loading/unloading activities in Tsuen Wan East Industrial Area was even worse two years ago, the current situation had already been improved. Nevertheless, he hoped that the HKPF would explore more improvement measures in view of the occurrence of traffic congestion in the morning these days (the Chairman).

35. Engr/Tsuen Wan 1 of the TD responded that apart from the HyD's project of widening of Tsuen Wan Road, the TD had also requested the HyD to carry out a series of improvement measures for Tsuen Wan East Industrial Area over the past two years, including the provision of additional loading/unloading bay near Jing Ho Industrial Building at Wang Lung Street, the conversion of the emergency vehicular access (EVA) at Tsuen Yip Street into carriageway and footpath, the conversion of the two-lane carriageway into a three-lane carriageway at Ma Kok Street, as well as the provision of additional loading/unloading bay at Fui Yiu Kok Street. The HyD was arranging for the implementation of these projects progressively.

36. OC Dist Traffic Team (Tsuen Wan) of the HKPF noted Members' views. The HKPF would flexibly handle the traffic congestion at an early stage according to the time of occurrence and relay the proposal concerned to the Traffic New Territories South.

37. The Chairman concluded that he requested the HyD to promptly report on the latest progress of the widening of Tsuen Wan Road and the HKPF to note Members' views. He also hoped that the HyD would expedite the improvements of Tsuen Wan East Industrial Area.

(Note: Mr KOT Siu-yuen left the meeting at 4:42 p.m. Mr WONG Fah-man left the meeting at 4:45 p.m.)

VI Item 5: Request to Improve the Accessibility of the MTR Station and Pedestrian Crossing Facilities for the Residents of Kwok Shui Road  
(T&TC Paper No. 20/2019)

38. The Chairman said that Mr CHAN Yuen-sum, Sumly submitted the paper and introduced the representatives of the Mass Transit Railway Corporation Limited (MTRCL) who attended the meeting as follows:

- (1) Ms Annie LAM, Public Relations Manager – External Affairs; and
- (2) Mr Jacky CHAN, Senior Public Relations Executive – External Affairs.

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

40. Senior Public Relations Executive – External Affairs of the MTRCL responded as follows:

- (1) as a public transport operator, the MTRCL had all along been striving to foster a safe and congenial station environment for passengers as well as providing facilities to cater for the passengers' needs. At present, all MTR stations were equipped with barrier-free access facilities for use by passengers in need;
- (2) MTR Tai Wo Hau Station was set up in earlier days. Alike most stations in the urban areas, MTR Tai Wo Hau Station had staircases linking the station concourse and the ground level at the respective entrances/exits and a lift was installed at Exit B. Regarding the use of the lift at Exit B of MTR Tai Wo Hau Station, the MTRCL had already put up a notice at the

said location which encouraged passengers to let those with special needs to use the lift first. The MTRCL would continue the publicity and provide assistance for passengers in need to use the lift with priority; and

- (3) the MTRCL had been closely monitoring the community development around the station. According to observations, the passenger flow was lower at Exit A of MTR Tai Wo Hau Station. Nevertheless, the MTRCL would conduct an overall review on the situation at MTR Tai Wo Hau Station and noted the Member's views. The MTRCL would also continue to take follow-up actions and report the situation to Members timely.

41. Engineer/Tsuen Wan 2 (Engr/Tsuen Wan 2) of the TD responded as follows:

- (1) the TD held an open attitude towards the Member's proposal. Also, the TD had undertaken earlier to carry out the widening of Kwok Shui Road and convert two pedestrian crossing facilities in front of Primrose Hill and The Rise into pedestrian crossing facilities with push button. The TD held no objection to implementing the conversion works of the above pedestrian crossing facilities by the HyD before the widening of Kwok Shui Road. The TD would study the relevant works schedules with the HyD after the meeting;
- (2) most of the passengers would take the lift at Exit B of MTR Tai Wo Hau Station to the ground level and then walk to Kwok Shui Road or Yau Ma Hom Road. The TD would collect the relevant data and communicate with the MTRCL to study whether an additional lift should be provided and the relevant timetable; and
- (3) as for the future development projects in the vicinity of Kwok Shui Road and Castle Peak Road, the TD would require the developers or government departments to consider the provision of additional footbridges or pedestrian crossing facilities, in order to facilitate the residents to cross Castle Peak Road.

42. Dist Engr/G(3) of the HyD responded that the HyD would promptly arrange for implementation of the works after receiving the Works Request Form from the TD.

43. OC Dist Traffic Team (Tsuen Wan) of the HKPF responded as follows:

- (1) the HKPF had received one report on traffic casualties at Kwok Shui Road last year;
- (2) the HKPF had conducted law enforcement operations against jaywalking on Kwok Shui Road from time to time. There were six lanes at Castle Peak Road. If police officers stood at a relatively concealed location, it would be extremely dangerous for jaywalkers to retrace their steps after spotting the police officers. Therefore, the police officers would stand at conspicuous locations to discourage the public from jaywalking; and
- (3) the HKPF had issued a small number of summonses at Kwok Shui Road. It was also agreed that the provision of road crossing facilities was a more effective approach to discourage jaywalking than conducting law enforcement operations.

44. The views and enquiries raised by the Chairman and Members were summarised as follows:

- (1) as the public had to cross Castle Peak Road through the central divider at present, he enquired whether the TD had prepared any short-term solutions accordingly (the Chairman);
- (2) he supported that the TD should implement the improvements of Kwok Shui Road in phases. He hoped that priority would be given to the works with a shorter implementation period and those addressing the existing potential hazards, such as the provision of additional pedestrian crossing facilities (the Vice Chairman);
- (3) he learnt that the Planning Department was rezoning three industrial sites in the vicinity of Kwok Shui Road as residential sites. He opined that the TD should firstly carry out the improvement works, instead of planning the implementation of the works upon population growth (the Vice Chairman);
- (4) he hoped that the MTRCL would draw up more improvement measures for Exit A of MTR Tai Wo Hau Station such as the construction of barrier-free access facilities (the Vice Chairman); and
- (5) the staircases in MTR Tai Wo Hau Station connecting to the respective station exits were quite long and the installation of lift would take a long time. He thus enquired whether the MTRCL had drawn up other solutions (Mr TAM Hoi-pong).

45. Engr/Tsuen Wan 2 of the TD responded as follows:

- (1) regarding the situation which the public had to walk across Castle Peak Road at present, as the public might not accept the installation of additional railings at the central divider, it was believed that continued efforts should be made to strengthen the publicity and public education on road safety at this stage, so as to remind the public of the things to note for road crossing;
- (2) the conversion works of pedestrian crossing facilities with pushbutton was included under the widening of Kwok Shui Road. The TD would follow up the works schedule concerned with the HyD; and
- (3) the TD noted Members' views.

46. Senior Public Relations Executive – External Affairs of the MTRCL responded as follows:

- (1) the MTRCL would consider the enhancement of station facilities and the priority of enhancement work according to various factors, such as geographical environment, passenger demand, number of beneficiaries, underground public utilities and resources. At present, as some stations were still devoid of lifts connecting the concourse and the ground level, the MTRCL would accord priority to the installation of lift at these stations and undertook to follow up the situation of MTR Tai Wo Hau Station; and
- (2) if the staircase at Exit A of MTR Tai Wo Hau Station was to be converted into an escalator, it was preliminarily anticipated that closure of Exit A might be required during the conversion works. Also, such arrangement

might fail to comply with the fire safety requirements and could not cater for the public's need for accessing MTR Tai Wo Hau Station. In this connection, the MTRCL would study and follow up the proposal after taking into account the overall situation of the station.

47. The views and enquiries raised by Members were summarised as follows:
- (1) he enquired about the difference in the level of complexity between the installation of an escalator at Exit A of MTR Tai Wo Hau Station and the provision of an additional entrance/exit at the station (Mr NG Chun-yu);
  - (2) he thanked the TD and HyD for arranging for prompt commencement of the widening of Kwok Shui Road, as well as the conversion of the pedestrian crossing facilities in front of Primrose Hill and The Rise into pedestrian crossing facilities with push button (Mr CHAN Yuen-sum, Sumly);
  - (3) he opined that the MTRCL should not adopt the pedestrian flow as an indicator when determining whether a lift should be provided. He suggested that a lift should be set up at a location further away from Exit A of MTR Tai Wo Hau Station. He believed that this proposal could overcome the technical problems but it would involve land issues which should be discussed with the Leisure and Cultural Services Department (Mr CHAN Yuen-sum, Sumly); and
  - (4) in view of the future population growth, he enquired whether a site had been reserved for construction of a footbridge across Castle Peak Road. He believed that the construction of a footbridge would be a more effective approach to enhance pedestrian safety than conducting law enforcement operations. He also proposed that a meeting or site visit should be arranged in order to follow up the issue concerned (Mr CHAN Yuen-sum, Sumly).

(Note: Mr MAN Yu-ming left the meeting at 5:05 p.m.)

48. Public Relations Manager – External Affairs of the MTRCL responded as follows:

- (1) the MTRCL had conducted the addition and alternation works of station entrances/exits in the past. Such works involved land right issues and brought about impacts on the surrounding environment;
- (2) many MTR stations which were constructed in earlier days were still devoid of lifts connecting to the ground level. Therefore, the MTRCL should consider the situation in a holistic manner when assessing the installation of an additional lift at the MTR station concerned; and
- (3) the MTRCL would continue to study the arrangement of the entrances/exits at Tai Wo Hau Station. If the MTRCL planned to provide additional facilities for the station in future, the impact on passengers and the technical feasibility of the works should be taken into account. The MTRCL would report to Members when necessary.

49. Engr/Tsuen Wan 2 of the TD responded that he learnt that no site was reserved for constructing a footbridge across Castle Peak Road for the time being. He would confirm the matter with the staff of Kwai Tsing Section under the TD.

50. The Chairman concluded that the feasibility of constructing a footbridge across Castle Peak Road were discussed two years ago. The proposal was deemed infeasible because an exit for the footbridge could not be set up at the industrial building. Given that the bus stops on both sides of Castle Peak Road were far away from the footbridge and subway which brought inconvenience to the residents, he hoped that the HyD and TD would continue to study the feasibility of constructing a footbridge across Castle Peak Road. Moreover, he was pleased to learn that the TD would carry out the conversion works of pedestrian crossing facilities with pushbutton as soon as possible.

VII Item 6: Consolidate the Transport Services Plying between Tsuen Wan and Kwai Chung via Castle Peak Road Enhance the Services and Expand the Interchange Network

(T&TC Paper No. 21/2019)

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

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

53. Assistant Manager (Planning and Development) of the Kowloon Motor Bus Company (1933) Limited (KMB) responded as follows:

- (1) the KMB understood the transport need of the residents in Tsing Lung Tau and Sham Tseng for travelling to Kwai Chung. To introduce a new bus route, it would require allocation of additional resources. However, the existing passenger demand failed to justify the introduction of a new bus route; and
- (2) currently, the service frequency of bus route no. 61M was at an 8-minute to 10-minute headway during peak hours and at a 12-minute headway during non-peak hours. The Member proposed to cancel six en route stops of bus route no. 61M between Siu Sau Village and Tai Lam Chung. However, the number of passengers boarding/alighting at the six en route stops accounted for 16% of the total patronage of bus route no. 61M. As the proposal would affect a fair number of passengers, the KMB should conduct a detailed study on the re-routing proposal of bus route no. 61M such as adjusting the allocation of resources to the existing bus routes and studying the service demand.

54. Sr Transp Offr/Tsuen Wan of the TD responded that as the Member's proposal involved the re-routing of two bus routes, the TD would, according to the passenger demand, review the existing public transport services together with the impact brought by the proposal on the passengers of the existing bus routes. The TD would adopt an open attitude towards any necessary adjustments.

55. The views and enquiries raised by Members were summarised as follows:
- (1) the proposal of re-routing bus route no. 52X (Tuen Mun bound) via Tuen Mun Road Bus-Bus Interchange was mentioned in the Bus Route Planning Programme 2019-2020 for Tsuen Wan District. However, he learnt from the finalised Bus Route Planning Programme for Tsuen Wan District published in June 2019 that the re-routing proposal seemed to be shelved. As such, he requested the TD to explain the progress of the re-routing proposal of bus route no. 52X and the reasons for shelving the proposal (Mr CHENG Chit-pun); and
  - (2) the residents in Tsing Lung Tau and Sham Tseng had a strong demand for the services provided by green minibus (GMB) route nos. 96, 96M and 302. However, owing to the descending number of minibus drivers in recent years, the existing minibus services failed to cope with the residents' demand. Although he had continued to put forth various improvement measures since 2016, the TD and bus companies rejected the proposals every time without providing other solutions. In view of the gradual commissioning of the new residential properties and the growing population around Tsing Lung Tau and Sham Tseng, he hoped that the TD and bus companies would work out a comprehensive long-term planning in response to the transport issues in these areas, with a view to catering for the need of residents for travelling between Tsuen Wan and Kwai Fong (Mr NG Hin-lung, Norris).
56. Assistant Manager (Planning and Development) of the KMB responded as follows:
- (1) the KMB needed to carefully study the Member's re-routing proposal as it would bring impact to the passengers of the existing bus routes;
  - (2) besides the data of projected population growth in each district as provided in the TD's five-year development plan, the KMB had also grasped the open information of population growth. The KMB would consider adjusting the annual route planning and the allocation of resources having regard to the relevant factors;
  - (3) as the Member raised the proposal in light of the problems of the minibus services concerned, the KMB had to further discuss with the TD the roles of bus and minibus in the provision of public transport service in Tsing Lung Tau, Sham Tseng and Castle Peak Road as well as the coordination mechanism concerned; and
  - (4) as the KMB agreed that the re-routing proposal of bus route no. 52X was feasible, the proposal had been included in the five-year development plan last year for discussion by all DCs.
57. Sr Transp Offr/Tsuen Wan of the TD responded as follows:
- (1) according to the TD's investigation, some GMB routes provided additional departures whereas some ran at an erratic frequency. Therefore, under the renewal mechanism of passenger service licence, the TD would consider the

length of renewal term according to the operators' performance and the complaint figures; and

- (2) the GMB operators concerned had all along been adopting improvement measures such as replacing the existing minibuses with 19-seat minibuses. The TD would continue to review the provision of service and the allocation of resources by the operators.

58. The views and enquiries raised by the Chairman and Members were summarised as follows:

- (1) he learnt that the requirements of service schedule and number of vehicles were specified in the agreements entered into between the TD and the minibus operators concerned. He opined that according to Members' views, the relevant requirements were unmet in the actual situation (the Chairman);
- (2) he requested the TD to provide the investigation reports on GMB route nos. 96, 96M and 302 as well as the expiry dates of respective licences, with a view to facilitating timely discussion by the T&TC (the Chairman); and
- (3) as the KMB indicated that the re-routing proposal of bus route no. 52X was feasible, he enquired the TD about the progress of the proposal, the anticipated date of implementation and the causes of slow progress (Mr CHENG Chit-pun).

59. Sr Transp Offr/Tsuen Wan of the TD responded that as bus route no. 52X was an inter-district route, the TD had received mixed views on the re-routing proposal. He would brief Members on the latest situation after gaining a better understanding from the officers concerned.

60. The Chairman summarised that the TD and KMB noted Members' views. He hoped that the KMB would make early planning and adjustment to the bus routes after confirming the population growth in various districts.

VIII Item 7: Provision of a Roof Cover for the Bus Stop off Ho Fung College (Sponsored by Sik Yuen) on Wo Yi Hop Road (T&TC Paper No. 22/2019)

61. The Chairman said that the Vice Chairman submitted the paper.

62. The Vice Chairman introduced the paper.

63. Assistant Manager (Operations) of the KMB responded that the KMB had made application to the TD earlier for provision of a roof cover for the bus stop off Ho Fung College on Wo Yi Hop Road. The KMB would continue to follow up the matter when the TD's reply was received, such as applying for excavation permit from the HyD in order to commence the works as soon as possible.

64. Sr Transp Offr/Tsuen Wan of the TD responded that the TD had consulted the departments concerned and sought views from the district personalities on the

application through the TWDO in late June 2019. It was anticipated that the replies would be received by the end of July 2019.

65. The Vice Chairman stated that as the bus stop was located in front of the villages, it was difficult to connect the bus stop to the power supply. He enquired the KMB whether solar panels could be installed on the roof cover of the bus stop; whether lighting system, seats and information display panel could be installed at the bus stop; and about the works schedule. He hoped that the works would be promptly implemented to bring convenience to the residents.

66. Assistant Manager (Operations) of the KMB responded that the KMB could only confirm the works schedule after the reply from the TD was received and the excavation permit from the HyD was obtained. If there were no underground public utilities at the bus stop concerned, it was believed that the works would be smoothly completed. Also, consideration would be given to installation of the devices concerned after provision of a roof cover for the bus stop.

67. The Chairman requested the TD and KMB to note the Member's views and hoped that the KMB would inform the district councillor of the constituency concerned upon confirmation of the works schedule. Moreover, as some Members would join the meeting at a later time, the meeting will proceed with the discussion of items 11 and 12 first.

IX Item 11: Request for Improvement of the Traffic Conditions and Enhancement of the Road Marking on Cheung Shan Estate Road West  
(T&TC Paper No. 26/2019)

68. The Chairman said that Mr CHAN Chun-chung, Jones submitted the paper.

69. Mr CHAN Chun-chung, Jones introduced the paper.

70. Engr/Tsuen Wan 2 of the TD responded that staff of the TD had conducted an on-site inspection with Members earlier and noted the residents' demand. The TD would also arrange the staff concerned to collect more data and consider Members' proposals actively.

71. OC Dist Traffic Team (Tsuen Wan) of the HKPF responded that three complaints about obstruction caused by vehicles had been received from 1 January 2017 to this day and the HKPF had issued summons for one of the complaints. The HKPF had also deployed officers to carry out patrols at the above location in the daytime, in order to prevent illegally parked vehicles from causing obstruction to access by buses. The HKPF would continue to adopt the said measures.

72. The views and enquiries raised by the Chairman and Members were summarised as follows:

- (1) he enquired about the timetable of the improvement works (the Chairman);

- (2) the bus companies had reflected to Members the traffic issues relating to the roundabout at the junction of Cheung Shan Estate Road West and Sam Tung Uk Road. He pointed out that some drivers delivering goods to the shopping centre nearby would park their goods vehicles at the roundabout for the sake of convenience. The nearby EVAs including the EVA to Tsuen Wan Lutheran School were locked up by the Housing Department (HD) at all times. Hence, he proposed that the HD or the property management agency should open the EVA concerned for loading/unloading activities upon request by the drivers responsible for delivery of goods. By doing so, it could ensure safety and the drivers would not be served with summons by the Police due to illegal parking (the Vice Chairman); and
- (3) he suggested that the HD should consider replacing the fire damper nearby with an electrically operated sliding gate, so as to facilitate the staff of the property management agency to open the gate for loading/unloading activities. He also suggested that the TD should consider designating a 24-hour restricted zone in the vicinity of the roundabout (Mr CHAN Chun-chung, Jones).

73. Engr/Tsuen Wan 2 of the TD responded that the TD would issue a Works Request Form to the HyD and the works for designation of a 24-hour restricted zone would be carried out afterwards. The works schedule would be subject to the deployment of staff by the HyD.

74. Dist Engr/G(3) of the HyD suggested that the TD should issue an urgent Works Request Form to the HyD. If the works were not complicated such as painting simple road markings, the HyD would endeavour to complete the works within one day having regard to the availability of manpower and the temporary traffic arrangements.

75. The Chairman concluded that as it could only rely on the HKPF to step up law enforcement action prior to the designation of a 24-hour restricted zone, he hoped that the TD would promptly issue a Works Request Form and the HyD would commence the works as soon as possible.

(Note: Mr LAM Faat-kang left the meeting at 5:05 p.m.)

X Items 12: Request the Government to Provide the Motorcycle Parking Spaces at Tsuen Wan West Station Public Transport Interchange  
(T&TC Paper No. 27/2019)

76. The Chairman said that Mr KOO Yeung-pong submitted the paper. The Secretariat had received the written reply from the Lands D prior to the meeting and distributed the written reply to Members for perusal.

77. Mr KOO Yeung-pong introduced the paper.

78. Engr/Tsuen Wan 1 of the TD responded that the TD found during an on-site inspection conducted earlier that the site concerned was enclosed and had approached the District Lands Office, Tsuen Wan and Kwai Tsing (DLO) to learn about the land use of the site. According to the reply from the DLO, the site was used for road resurfacing works and the expected date of completion was December 2019. The TD understood that parking spaces in Tsuen Wan district was inadequate, and would study the provision of additional parking spaces for motorcycles and bicycles together with the improvements of footpaths at the site concerned. The TD would approach the DLO to learn more about the details of the road resurfacing works.

79. The views and enquiries raised by the Chairman and Members were summarised as follows:

- (1) he requested the TD to estimate the number of motorcycle parking spaces that could be provided at the enclosed site (Mr KOO Yeung-pong); and
- (2) he enquired about the works schedule concerned (the Chairman).

80. Engr/Tsuen Wan 1 of the TD responded that the TD did not have the detailed information of the enclosed site at the moment. As the site covered a sizeable area, the TD would, apart from motorcycle parking spaces, consider setting up bicycle parking spaces to integrate with the cycle track in future. The TD had not prepared a works schedule yet, and should make planning for the work concerned having regard to the detailed information of the enclosed site and the study findings.

81. The Chairman concluded that he requested the TD to note Members' views and hoped that the TD would inform Members of the updates, if any. Besides, as some Members would join the meeting at a later time, the meeting would proceed with the discussion of item 9 first.

#### XI Item 9: Request for Enhancement of Services of the Bus Routes in Sham Tseng and Tsing Lung Tau

(T&TC Paper No. 24/2019)

82. The Chairman said that Mr CHENG Chit-pun submitted the paper and introduced Mr Rayson LAW, Planning and Support Officer I of the Long Win Bus Company Limited (Long Win).

83. Mr CHENG Chit-pun introduced the paper.

84. Assistant Manager (Operations) of the KMB responded that the KMB had drawn up the service schedules for the departures of bus route nos. 234A and 234B from the terminal. These bus routes operated at a 7.5-minute to 10-minute headway during peak hours and at an approximate 10-minute headway during non-peak hours. In the case of special incidents, the departure might fail to arrive at the bus stop as scheduled. The KMB would study whether uncertainties arose at Sea Crest Villa Bus Terminal whereby the regulation of service frequency achieved a less satisfactory result than that at Tsuen Wan West Bus Terminal. Besides, if the buses were parked at the roundabout of Sea Crest Villa for too long, obstruction would be caused to other

passing vehicles. Hence, some drivers might have to advance the departure time. Nevertheless, he believed that it would not result in a considerable time gap between the advanced departure and the scheduled departure. The KMB would study whether any bus drivers had consciously advanced the departure time at Sea Crest Villa Bus Terminal.

85. Planning and Support Officer I of the Long Win responded that the Long Win would make follow-up arrangement for bus route no. A38 upon implementation according to the finalised Bus Route Planning Programme 2019-2020 for Tsuen Wan District which was issued by the TD in mid-June 2019. The Long Win also noted the demand for bus route no. A31P during peak hours in the morning from the passengers in Sham Tseng and Tsing Lung Tau. Therefore, the Long Win was currently studying whether resources could be allocated to complement the review of the service concerned, and would further discuss and follow up the matter with the TD.

86. Sr Transp Offr/Tsuen Wan of the TD responded that the TD noted Members' comments on bus route nos. 234A and 234B. It would further follow up the situation with the KMB and consider adjusting the bus services concerned where necessary. Moreover, the TD and Long Win would closely monitor the service of bus route no. A31P and further follow up the arrangements for the facilities and bus parking spaces at the terminal of bus route no. A38. It was anticipated that the proposal of bus route no. A38 would be implemented in the second half of 2019.

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

- (1) the residents had reflected to him that the bus services made departure from Sea Crest Villa Bus Terminal at an erratic frequency. In September 2018, he had submitted a paper for discussion on the problem of bus route nos. 234A and 234B concurrently arriving at the bus stop. At that time, the KMB explained that the problem was caused by the absence of bus captains. As a result, the service frequency of either bus route no. 234A or 234B would be lowered and the departures of these bus routes would arrive at the bus stop concurrently every 1 to 1.5 hours or so. Hence, he hoped that the KMB would put forth a back-up plan (Mr NG Hin-lung, Norris);
- (2) given the regular patronage of bus route no. A31P, he estimated that the situation would deteriorate after extending the routing to Allway Garden and Tsuen King Circuit. He thus requested for promptly increasing the service frequency of bus route no. A31P during peak hours in the morning and re-routing the bus route via Tsing Lung Tau throughout the day as soon as possible (Mr NG Hin-lung, Norris);
- (3) he believed that after re-routing bus route no. A31P throughout the day via Tsing Lung Tau which had a population of about 40 000 people, the patronage of the bus route during peak hours in the morning would meet the TD's relevant requirements. He therefore supported the enhancement of service frequency of bus route no. A31P during peak hours in the morning. He also proposed that the service frequency of this bus route should be

increased to a 30-minute headway during peak hours in the morning, so that the passengers could make a more accurate estimation of the bus arrival time. Besides, he proposed the paralleled implementation of the said proposal and the proposal of bus route no. A38 (Mr WONG Wai-kit);

- (4) although bus route nos. 234A and 234B made departure from the terminal at different times, the problem of the said bus routes concurrently arriving at the bus stop often occurred. He thus held that the KMB should review the problem accordingly (Mr WONG Wai-kit);
- (5) according to his survey conducted in the morning on 15 June 2019, over a quarter of the departures of bus route nos. 234A and 234B arrived at the bus stop at the same time. He pointed out that while some returning buses failed to arrive at the terminal as scheduled and the bus driver had to serve the next departure immediately after arrival, some buses arrived at the terminal earlier than the scheduled time. However, the problem of bus route nos. 234A and 234B concurrently departing from the terminal still occurred. He believed that the latter resulted from the KMB's mismanagement whereby no bus regulator was deployed to coordinate the departure time of bus route nos. 234A and 234B at the terminal. The KMB had made performance pledges to operate the said bus routes at a staggering schedule. As such, he proposed that the KMB should allocate an additional vehicle for each of the two bus routes or deploy a bus regulator to supervise the departure time of the bus routes (the Hon TIEN Puk-sun, Michael);
- (6) he anticipated that after arranging bus route no. A31P to depart from Allway Garden, it would be more difficult for the residents in Sham Tseng to get on this route. He thus requested the KMB to implement the proposal of bus route no. A38 by the end of September 2019 and explain the reasons for the delayed implementation. He also requested for increasing the service frequency from two departures to three departures between 6:45 a.m. and 7:45 a.m. (the Hon TIEN Puk-sun, Michael);
- (7) the residents in Sham Tseng relied on the minibus and bus services but the problem of bus route nos. 234A and 234B concurrently arriving at the bus stop had long existed. In her opinion, the KMB should duly study the solutions to the problem (Ms LAM, Lam Nixie);
- (8) prior to the introduction of bus route no. A31P, there was no airport bus route serving Castle Peak Road. In view of the high patronage of bus route no. A31P at present, she agreed that the service frequency of this bus route should be enhanced during peak hours in the morning. She also proposed that after increasing the service frequency of bus route no. A31P to a 30-minute headway on a trial basis, it should determine whether the enhanced frequency should be regularised subject to the changes in the patronage (Ms LAM, Lam Nixie);
- (9) he hoped that the TD and KMB would look into the long-standing problem of bus route nos. 234A and 234B concurrently arriving at the bus stop (the Hon CHAN Han-pan, Ben);

- (10) he was disappointed at the delayed implementation of the proposal of bus route no. A38. Moreover, he was concerned about the increase in patronage arising from the re-routing of bus route no. A31P via Tsing Lung Tau throughout the day. Citing the gradual enhancement of frequency for bus route no. 930 as an example, he hoped that the Long Win would consider increasing the service frequency of bus route no. A31P progressively, in particular during peak hours in the morning, and allocate the vehicle resources as appropriate (the Hon CHAN Han-pan, Ben);
- (11) the residents were pleased to learn about the implementation of bus route no. A38 and requested for prompt implementation. However, she was disappointed that this bus route which served Tsuen King Circuit, Sham Tseng and Tsing Lung Tau would only operate at an hourly headway (Ms LAM Yuen-pun, Phyllis); and
- (12) he requested the KMB to provide more practical solutions to the problem of bus route nos. 234A and 234B concurrently arriving at the bus stop (the Chairman).

88. Assistant Manager (Operations) of the KMB responded that the KMB should review the journey time of bus route nos. 234A and 234B afresh. In light of the busy traffic on Castle Peak Road nowadays, the KMB should study whether the journey time should be adjusted and explore solutions to the management issues at the bus terminal, e.g. supervising the bus drivers without the deployment of bus regulator at the terminal and exploring the use of existing technologies such as the global positioning system to regulate the arrival time of the two bus routes concerned. The KMB had encountered the shortage of bus drivers several years ago and the situation began to improve in recent months. The KMB undertook to make every effort to investigate the problem concerning the regulation of service frequency at Sea Crest Villa Bus Terminal, including whether the bus drivers operated the departures in accordance with the finalised service schedule.

89. Planning and Support Officer I of the Long Win noted Members' views. He said that the Long Win was currently making advance preparation works for the implementation of the proposal of bus route no. A38. The Long Win would consider the proposal of introducing additional departures of bus route no. A38 during peak hours in the morning when reviewing the service schedule of the bus route. The Long Win would submit application to the TD after working out the proposed locations of bus stops and the service schedule.

90. Sr Transp Offr/Tsuen Wan of the TD responded that the TD would closely follow up the date of service commencement of bus route no. A38 with the Long Win and KMB, with a view to implementing the proposal as soon as possible.

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

- (1) he expressed dissatisfaction over the responses given by the KMB, Long Win and TD. He requested the Long Win and TD to comment on the possibility of commencing the service of bus route no. A38 by late

September 2019. He also requested that the KMB should undertake to allocate more vehicles to solve the problem of bus route nos. 234A and 234B concurrently arriving at the bus stop due to the failure of certain departures to return to the terminal on time; or to deploy bus regulator for monitoring the situation so as to solve the said problem caused by the management loopholes at the bus terminal (the Hon TIEN Puk-sun, Michael); and

- (2) she enquired whether the Long Win would reduce the service frequency of certain bus routes during the summer vacation. As there would be a strong demand for airport bus services during the summer vacation, she requested the Long Win to early commence the service of bus route no. A38 in late July 2019 in order to meet the demand (Ms LAM Yuen-pun, Phyllis).

92. Assistant Manager (Operations) of the KMB said that the KMB undertook to follow up the problem of bus route nos. 234A and 234B concurrently arriving at the bus stop.

93. Planning and Support Officer I of the Long Win said that the Long Win noted Members' views and would follow up the views collected together with the staff responsible for preparing the bus schedule.

94. The Chairman summarised that the KMB, Long Win and TD noted Members' views.

## XII Item 8: Request for Introduction of a New Bus Route from Tsuen King Circuit to Island East

(T&TC Paper No. 23/2019)

95. The Chairman said that the Hon TIEN Puk-sun, Michael submitted the paper and introduced Mr LIU Kin-wai, Rick, Senior Transport Officer/Bus/NTW (Sr Transp Offr/Bus/NTW) of the TD.

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

97. Sr Transp Offr/Bus/NTW of the TD responded that the TD proposed to introduce a new bus service plying between Tsuen Wan West Station and Sai Wan Ho in the Bus Route Planning Programme 2019-2020 for Tsuen Wan District, in order to tie in with the developments around Tsuen Wan West Station and cope with the increased passenger demand. The TD would duly arrange for the implementation of this proposal. The TD noted that the Member raised the captioned proposal of revising the routing of the new bus service to serve the residents in Tsuen King Circuit and thereby wished to solicit Members' views.

98. The views and enquiries raised by Members were summarised as follows:

- (1) in light of the rapid population growth around Tsuen Wan West Station, she hoped that more bus routes operating via or departing from Tsuen Wan West Station would be introduced as soon as possible. She also pointed

out that there were already a number of bus routes serving the areas around Discovery Park at present, and the journey time for the public travelling from Discovery Park to Sai Wan Ho by MTR was shorter than that by bus. She was dissatisfied and raised strong objection to the TD's proposal of relocating the terminating point of the bus route concerned to Tsuen King Circuit due to an individual Member's proposal (Ms LAM, Lam Nixie);

- (2) although the TD had consulted Members on the proposal prior to the meeting, she opined that the TD should also seek views from the residents around Tsuen Wan West Station and the district councillor of the constituency concerned before making a decision. She believed that the TD prepared the annual Bus Route Planning Programme for Tsuen Wan District after conducting a detailed study. In her opinion, it was appropriate to set up the terminating point of the bus route concerned at Tsuen Wan West Station (Ms LAM, Lam Nixie);
- (3) given that the residents in Tsuen King Circuit also had a demand for the bus service concerned, he had proposed to introduce a bus route plying between Tsuen King Circuit and Hong Kong Island East. Hence, he enquired about the possibility of setting up bus stops of the bus route concerned in Tsuen King Circuit. He also called on the TD to reconsider the Member's compromise proposal, so as to retain the proposed bus route departing from Tsuen Wan West Station and introduce a new bus route departing from Tsuen King Circuit (Mr LI Hung-por);
- (4) as the morning departures of bus route no. 934A from Tsuen King Circuit were almost full before reaching Discovery Park, she opined that the residents in Tsuen King Circuit also had a keen demand for the bus service concerned. She recommended extension of the routing of bus route no. 934A to Sai Wan Ho and Hong Kong Island East in order to minimise the impact on other areas (Ms LAM Yuen-pun, Phyllis);
- (5) given the rapid population growth around Tsuen Wan West Station, he had expressed dissatisfaction at the TD and KMB in the past for their failure to early introduce additional bus routes operating via or departing from Tsuen Wan West so as to complement the developments in the district. He did not wish to see any delay in the service commencement of the bus route plying between Tsuen Wan West Station and Sai Wan Ho owing to an individual Member's proposal (the Hon CHAN Han-pan, Ben);
- (6) he was worried that the residents would only be provided with new bus services after moving in the residential properties around Tsuen Wan West Station for some time. In this connection, he opined that the TD should promptly introduce the bus service plying between Tsuen Wan West Station and Sai Wan Ho as originally planned. It should study the appropriateness of extending the routing to Allway Garden and Discovery Park after everything progressed smoothly. Citing bus route nos. 930 and 930X which operated via Tsuen Wan West Station or Yeung Uk Road as examples, he pointed out that the routings of these bus routes were extended to Discovery Park according to the actual situation after operating on a trial basis for some time (the Hon CHAN Han-pan, Ben);

- (7) at present, bus route no. 934A, which was a branch route of bus route no. 934, departed from Allway Garden and travelled to Hong Kong Island West via Discovery Park. He believed that the demand from the residents in Tsuen King Circuit for bus service to and from Hong Kong Island East could be met by extending the routing of bus route no. 934A to Hong Kong Island East and enhancing the service frequency. In his opinion, these two proposals would not contradict with each other (the Hon CHAN Han-pan, Ben); and
- (8) he opposed to the individual Member's proposal of re-routing the new bus route to Sai Wan Ho via Tsuen King Circuit. He cited the relocation of the terminating point of bus route no. 40 from Nina Tower to Belvedere Garden as an example. The relocation had caused inconvenience to the residents who originally took the bus route from the areas around Tsuen Wan West Station. However, a balance should be struck among the proposed bus routes. Therefore, the proposed bus route plying to Sai Wan Ho should commence service as originally planned and the feasibility of making other adjustments should be further studied according to the passengers' response (Mr KOO Yeung-pong).

99. Sr Transp Offr/Bus/NTW of the TD responded that the TD would study Members' views. Also, the TD would arrange for a district consultation if the routing of the bus route concerned should be adjusted.

100. The views and enquiries raised by Members were summarised as follows:

- (1) he held that it was recommendable for the TD to consult Members before the meeting. As the bus route was pending implementation and the tender exercise had not commenced yet, and Members had divergent views on the matter concerned, he believed that there was still room for discussion and amendment (Mr CHOW Ping-tim);
- (2) he enquired why the TD proposed to set up the terminating point at Tsuen Wan West Station instead of Discovery Park. He opined that the TD's routing design should be justifiable (Mr CHOW Ping-tim);
- (3) he had submitted a similar paper to the T&TC in November 2018 and had not received any objection at that time. He therefore could not understand why Members were dissatisfied with the captioned proposal at the moment (the Hon TIEN Puk-sun, Michael);
- (4) he had mentioned in the paper that the TD and bus companies could increase the service frequency according to the actual demand, in order to ensure that the passengers in the vicinity of Tsuen Wan West Station would not be affected by the relevant changes. When introducing the paper, he had proposed that the bus companies should provide adequate vehicles and maintain a desirable service frequency so as to strike a balance between the demand from the residents in Tsuen King Circuit and that from the residents in Tsuen Wan West. He also understood that some residents in Tsuen Wan West might worry that it would be difficult for them to get on the bus upon extension of the routing. Therefore, he proposed that while retaining

the bus route departing from Tsuen Wan West to Hong Kong Island East as originally planned, a new bus route departing from Tsuen King Circuit to Hong Kong Island East via Tsuen Wan South should be introduced (the Hon TIEN Puk-sun, Michael);

- (5) bus route no. 934A plying between Allway Garden and Wan Chai was irrelevant to his proposal (the Hon TIEN Puk-sun, Michael);
- (6) it would take about two hours for a bus route to travel the entire Tsuen Wan district. She therefore commented that the proposal of re-routing the bus route plying to Sai Wan Ho via the major locations of the district was impracticable (Ms LAM, Lam Nixie);
- (7) the TD should introduce other bus routes plying between Tsuen King Circuit and Hong Kong Island East, instead of relocating the terminal point of the bus route plying between Tsuen Wan West Station and Hong Kong Island East to Tsuen King Circuit. She also enquired about the reasons for the TD's submission of paper for discussion about the relocation of terminal point, and opined that the TD should take into consideration the needs of the residents in Tsuen Wan West (Ms LAM, Lam Nixie);
- (8) he worried that the re-planning of the bus route concerned would take some time. Besides, the introduction of the bus route plying between Tsuen Wan West Station and Hong Kong Island East was essential mainly because of the population growth around Tsuen Wan West Station. As the bus route had not commenced service yet, the patronage was not known. He therefore proposed that the bus route should commence service first and consideration could be further given to adjusting the routing based on the passenger demand (the Hon CHAN Han-pan, Ben);
- (9) the terminal point of bus route no. 934A was set up in Wan Chai currently. He believed that the need of residents in Tsuen King Circuit for travelling to and from Hong Kong Island East would be met by extending this bus route to Sai Wan Ho and increasing the service frequency (the Hon CHAN Han-pan, Ben); and
- (10) he learnt that the KMB wished to extend the terminating point of bus route no. 934 eastward. He believed that making adjustment to other bus routes would be one of the ways to resolve the conundrum (Mr WONG Wai-kit).

101. Sr Transp Offr/Bus/NTW of the TD responded that in view of the developments and the additional passenger demand around Tsuen Wan West Station, the TD proposed to introduce the new bus route plying from Tsuen Wan West Station to Hong Kong Island East in the Bus Route Planning Programme 2019-2020 for Tsuen Wan District. The TD thanked Members for giving comments on the bus services concerned, and would conduct a study and maintain communication with Members.

102. The Chairman concluded that Members agreed that the residents in Tsuen King Circuit had a keen demand for bus service plying to and from Hong Kong Island East. He hoped that the TD would actively consider Members' suggestions and maintain communication with various stakeholders.

XIII Item 10: Strongly Request for Relocation and Replacement of the Roof Cover of the Bus Stop on Lung Tak Street and Addressing the Problem of Stagnant Water (T&TC Paper No. 25/2019)

103. The Chairman said that Mr MA Ting-hei submitted the paper.

104. Mr MA Ting-hei introduced the paper.

(Note: Mr TAM Hoi-pong left the meeting at 7:00 p.m.)

105. Assistant Manager (Operations) of the KMB responded that the KMB had made application to the TD for implementing the works in May 2019 and obtained the approval. The KMB would make application to the HyD for excavation permit and wished to commence the works as soon as possible. The works schedule would depend on the time of issue of the excavation permit.

(Note: The Hon CHAN Han-pan, Ben left the meeting at 7:03 p.m.)

106. Sr Transp Offr/Tsuen Wan of the TD responded that the TD had issued the approval documents to the KMB last week. The KMB would continue to follow up the matter.

107. Dist Engr/G(3) of the HyD responded that the HyD noted the problem of stagnant water at the bus stop in Lung Tak Street and had relayed the problem to the contractor. The contractor had subsequently completed the resurfacing works at the location concerned. The HyD would continue to monitor the problem of stagnant water and take further follow-up action when necessary.

108. The views and enquiries raised by Members were summarised as follows:

- (1) he enquired about the time required for the issue of excavation permit by the HyD, as well as the time required for the completion of the works by the KMB upon obtaining the excavation permit (the Hon TIEN Puk-sun, Michael); and
- (2) he had received the TWDO's consultation paper on the widening of the footpaths in Lung Tak Street as well as the relocation and replacement of the roof cover of the bus stop at the location concerned. He supported the project and opined that the works should commence as soon as possible. However, the TD was carrying out another large-scale project on Texaco Road at that time and the traffic around the waterfront area was affected. According to the TD back then, the objective of widening the footpaths on Texaco Road was to tie in with the project of a developer nearby. As the TD had never consulted him on the project, he requested the TD to fully consult various stakeholders before implementing any projects in future. He also enquired whether the said project was related to the widening of footpaths in Lung Tak Street, and about the details of the relocation and replacement of the roof cover of the bus stop (Mr CHOW Ping-tim).

109. Assistant Manager (Operations) of the KMB responded that he learnt before this meeting that the TD had already issued the approval documents. The KMB was required to make application to the HyD for excavation permit regardless of relocation or redevelopment of bus stop. If there were no underground public utilities at the excavation site, the KMB believed that the works could be completed within six months upon receipt of the excavation permit.

110. Dist Engr/G(3) of the HyD replied that the HyD's processing time of excavation permits for footpaths would be shorter than those for carriageways.

111. Engr/Tsuen Wan 1 of the TD responded that two projects were carried out simultaneously on Texaco Road near Ma Tau Pa Road and Lung Tak Street in the first half of 2019, including the traffic improvement works on Texaco Road (north bound) near Ma Tau Pa Road under the development project of Lot No. 393, and the works on Texaco Road near the bus stop in Lung Tak Street by the HyD.

112. The Chairman believed that it would be necessary for the KMB to reconstruct the bus stop on Lung Tak Street and install the relevant devices at the bus stop then.

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 20 June 2019)  
(T&TC Paper No. 28/2019)

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

114. The views and enquiries raised by Members were summarised as follows:

- (1) he enquired about the actual date of completion of the Installation of Roadside Metal Bollards in Heung Wo Street under Project No. TW/18/02669-16 (Mr KOO Yeung-pong); and
- (2) she enquired whether the conversion of broken lines into solid lines on the road section between Cheung Pei Shan Road and Route Twisk would be conducted in the Improvements of Traffic Signs on Tsuen Kam Interchange under Project No. NE/18/00882-38, with a view to preventing vehicles from using the outer lane when entering Route Twisk (Ms LAM Yuen-pun, Phyllis).

115. The Chairman believed that the date of completion of the Installation of Roadside Metal Bollards in Heung Wo Street under Project No. TW/18/02669-16 was open for discussion. He also requested Members to directly discuss with the HyD on any enquires concerning the project details prior to the meetings of the T&TC. Such enquiries should only be discussed at the meetings of the T&TC when the government departments failed to give response accordingly.

116. Engr/Tsuen Wan 2 of the TD responded that the conversion of broken lines into solid lines on the road section between Cheung Pei Shan Road and Route Twisk as mentioned by the Member was actually covered in the Improvements of Traffic Signs on Tsuen Kam Interchange under Project No. NE/18/01629-45.

(Note: The Hon TIEN Puk-sun, Michael and Mr NG Hin-lung, Norris left the meeting at 7:15 p.m.)

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

##### (A) Working Group on Tsuen Wan Footbridge Network

117. Mr KOO Yeung-pong reported that according to the information provided by the HyD in late June 2019, the public consultation programme of Footbridge B (Public Works Programme (PWP) Item No. 145TB) had been completed in mid-May 2019. The HyD was currently collating the views collected in the consultation programme. Moreover, the HyD planned to implement the projects of Footbridge C (PWP Item No. 145TB) and Footbridge E (PWP Item No. 196TB) altogether, such as reviewing the public views and technical data obtained over the years, liaising with the government departments concerned for collection of the latest information of the physical locations of these two footbridge projects, as well as exploring various feasible proposals of alignment. Besides, the works progress of the main body of Footbridge D (PWP Item No. 164TB) was satisfactory and the installation of lift tower, foundation piles, bridge columns and footbridge deck had been completed. Also, the installation of electricity meter boxes, staircases and planters, glasses and window blinds outside the lift tower, as well as the connection works of the footbridge deck had 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 HyD would endeavour to complete the footbridge project by the end of 2019. In addition, regarding the escalator works at the pedestrian footbridge of MTR Tai Wo Hau Station, the HyD had received an objection during the gazettal period. As the objection could not be resolved by mediation, the HyD had submitted the proposed project plan to the Executive Council for consideration. After adjudication on the objection, the Chief Executive in Council had authorised the implementation of the proposed project plan pursuant to the “Roads (Works, Use and Compensation) Ordinance” (Chapter 370) in May 2019. The relevant authorisation notice had been published in the Gazette on 31 May and 6 June 2019. The HyD would submit the proposed project plan to the Panel on Transport of the LegCo for discussion as soon as possible, and 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

118. Mr CHOW Ping-tim reported that the Task Force had held its 27<sup>th</sup> meeting on 5 June 2019 to continue to follow up and discuss the following eleven 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 Task Force would further discuss this matter after the receipt of the written reply from the owners' corporation of City Point;

- (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:

The HyD anticipated that the widening of the left-turn lane of Luen Yan Street to Sha Tsui Road near Bo Shek Mansion would be completed by 8 June 2019. The HKPF had issued a total of 37 fixed penalty tickets (FPTs) against illegal parking last month;

- (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:

The TD reported on the findings of the field survey of minibus route no. 310M conducted at Tsing Yi Station during peak hours in the evening. The minibus route operated at an 8-minute headway on average and the TD held that the service could meet the passenger demand in general. The KMB reported on the findings of a patronage survey conducted at the bus stop at Waterside Plaza between 7:30 a.m. and 8:30 a.m. on 14 May 2019 and the patronage data during the same period last year; and noted the proposal of increasing the service frequency of bus route no. 38;

- (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:

The HyD anticipated that the District Lands Office, Islands would approve the application for temporary site allocation at Sham Shui Kok within June 2019. The HyD would then notify the departments concerned of the works such as site formation and installation of railings, and commence the relocation work accordingly;

- (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:

The HyD was currently setting up a pedestrian crossing at Lung Tak Street. Besides, the TD agreed to firstly consult the Convenor and Members of the Task Force on the new works proposals concerning the industrial area at Wang Lung Street in future, if any;

- (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:

As the progress of the intake of residents of Ocean Pride was slower than expected, it was anticipated that the item would be followed up by the TWDC of the next term;

- (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:

The HyD reported that the traffic improvements of Ma Tau Pa Road would be carried out in eight phases. The HyD was currently implementing the preliminary works for phases 1, 2 and 3;

- (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:

The TD pointed out that the traffic around Yeung Uk Road was generally smooth at present. The HKPF had issued a total of 468 FPTs against illegal parking at Yeung Uk Road in the past two months. Besides, the HKPF had adopted mobile video-recording in the law enforcement operations to avoid causing traffic accidents during the pursuit of escaping vehicles suspected of illegal parking;

- (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:

The TD had completed the consultation work in May 2019 and would continue to follow up on the suggestions given by Members of the Task Force;

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

The KMB would take the proposal of increasing the interchange discount into consideration; and

- (11) Propose to extend the late night service hours for GMB route no. 85:

The TD noted the proposal of providing an additional departure of GMB route no. 85 at 11:45 p.m. on Fridays and weekends.

The Task Force would hold the 28<sup>th</sup> meeting on 17 July 2019.

#### (C) Working Group on Road Safety Education and Promotion

119. The Vice Chairman reported that the Working Group would organise the “Tsuen Wan District Road Safety Talk for the Elderly” and “Tsuen Wan District Road Safety Day-cum-Exemplary Pedestrians Recognition Day” between 26 July 2019 and 8

September 2019. He called on Members to support and participate in the above activities.

XVI Item 15: Any Other Business

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

- (1) Financial Statement of Traffic and Transport Committee as at 20 June 2019 (T&TC Paper No. 29/2019).

121. The Chairman reminded Members that the next meeting was scheduled on 2 September 2019 and the deadline for submission of paper was 16 August 2019.

XVII Adjournment of Meeting

122. There being no other business, the meeting was adjourned at 7:23 p.m.

Tsuen Wan District Council Secretariat  
August 2019