

(Translation)

Minutes of the 23rd Meeting of Traffic and Transport Committee (3/2019)

Date: 2 September 2019

Time: 2:30 p.m.

Venue: Main Conference Room, Tsuen Wan District Office

Present:

Members

Mr LO Siu-kit, MH (Chairman)
Mr WONG Ka-wa (Vice Chairman)
Mr MAN Yu-ming, MH
The Hon TIEN Puk-sun, Michael, BBS, JP
Mr KOO Yeung-pong, MH
Mr NG Hin-lung, Norris
Mr LI Hung-por
Ms LAM Yuen-pun, Phyllis
Ms LAM, Lam Nixie
Mr LAM Faat-kang, MH
The Hon CHAN Han-pan, Ben, BBS, JP
Mr CHAN Chun-chung, Jones
Mr CHAN Sung-ip, MH
Mr CHAN Yuen-sum, Sumly
Mr WONG Wai-kit, MH
Mr KOT Siu-yuen
Mr CHOW Ping-tim
Mr CHENG Chit-pun
Mr TAM Hoi-pong

Co-opted Members

Mr WONG Fah-man
Mr FONG Yun-fat
Mr NG Chun-yu
Mr NG Tsan-ming
Mr YICK Shing-chung, Angus
Mr MA Ting-hei
Mr FUNG Cheuk-sum
Mr TSANG Tai

Government Representatives

Mr LUI Sui-hung, Eddie

Mr LAU Wing-hang, Will

Mr YUEN Ting-fung, Jacky

Mr CHEUNG Kim-hung, Michael

Ms CHAN Hoi-ki, Maggie

Mr LI Pui-sang

Miss TAI Tsz-yan, Angie

Officer-in-Charge, District Traffic Team
(Tsuen Wan), Hong Kong Police Force
Senior Transport Officer/Tsuen Wan,
Transport Department
Engineer/Tsuen Wan 1, Transport Department
Engineer/Tsuen Wan 2, Transport Department
District Engineer/General (3), Highways
Department
Contract Project Coordinator/2 (New
Territories West), Civil Engineering and
Development Department
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 Executive Officer (District Council) 4,
(Secretary) 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 POON Ka-man Senior Engineer 1/Tsuen Wan Road,
Highways Department
Mr LEUNG Allen Engineer 2/Tsuen Wan Road, Highways
Department
Mr LO Wing-hung Project Director, AECOM Asia Company
Limited
Mr TAI Pui-lung Project Manager, AECOM Asia Company
Limited

For discussion of item 6

Mr CHEUNG Wing-cheong, Eddie Engineer/Monitoring and Projects, Transport
Department
Mr CHEUNG Sau-cheong, Andrew Senior Environmental Protection Officer
(Assessment & Noise)1, Environmental
Protection Department

For discussion of item 8

Mr CHENG Man-lon, Mark Property Service Manager/S(WTT) 4,
Housing Department

Absent:

Co-opted Member

Mr LAM Hin-fai

The Meeting

I Opening Remarks and Introduction

The Chairman welcomed the Members, Co-opted Members and representatives from the Government and corporations to the 23rd meeting of the Traffic and Transport Committee (T&TC). Besides, for Members' information, Mr LAM Hin-fai was absent with apologies.

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

II Item 1: Confirmation of Minutes of the Meeting held on 8.7.2019

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

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

4. The Chairman said that there were no matters arising from the minutes of the previous meeting. As the government representatives invited for the agenda item 3 would join the meeting at a later time, the meeting would proceed with the agenda items 4 to 8 first.

IV Item 4: Address the Traffic Congestions on Tuen Mun Road near Sham Tseng and Implement the Improvement Measures Without Delay (T&TC Paper No. 31/2019)

5. The Chairman said that Mr NG Hin-lung, Norris submitted the paper. The Secretariat had received the written replies from the Transport and Housing Bureau (THB) and Highways Department (HyD) prior to the meeting and distributed the written replies to Members for perusal.

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

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

- (1) the TD handled traffic incidents on Tuen Mun Road according to the established procedures, such as notifying residents of the incidents through various medias, coordinating with the public transport operators for diversion of passenger flow, adjusting the duration of traffic light signals at the locations concerned, requesting the Hong Kong Police Force (HKPF) to assist in directing the traffic, and monitoring the road conditions via the 24-hour Emergency Transport Coordination Centre;
- (2) after the commissioning of Tuen Mun-Chek Lap Kok Link (TM-CLKL) next year, the vehicles from the New Territories West could travel to the airport via the TM-CLKL instead of Tuen Mun Road or North Lantau Highway. It was believed that the traffic load of Tuen Mun Road would be relieved by then; and

- (3) the Government was currently conducting a feasibility study on construction of Route 11. Hopefully, Route 11 would further divert the traffic flow after completion.

(Note: Mr CHENG Chit-pun joined the meeting at 2:50 p.m.)

8. Officer-in-Charge, District Traffic Team (Tsuen Wan) (OC Dist Traffic Team (Tsuen Wan)) of the HKPF responded as follows:

- (1) in case of emergencies such as a traffic accident, if the traffic accident was relatively serious and traffic congestion was incurred, the District Traffic Team (Tsuen Wan) would monitor the traffic conditions in the vicinity of Castle Peak Road. The police officers would direct the traffic at the scene when necessary; and
- (2) the District Traffic Team (Tsuen Wan) would firstly request the traffic section of the TD to lengthen the vehicular green time of the traffic lights concerned via the police control room. In the event of traffic signal faults, the police officers would direct the traffic at the scene to ease the traffic congestion.

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

- (1) he agreed to the Member's proposal. He believed that the frequent occurrence of traffic congestion near Tuen Mun Road (Sham Tseng section) was mainly attributed to the issues such as the adjustment of duration of traffic light signals and the road design at the location concerned. Also, there was a hidden slope on the road section concerned. If a motorist failed to slow down on time, his or her vehicle would hit the rear of the vehicle in the front. He hoped that the departments concerned would examine the problem and explore the solutions (Mr LAM Faat-kang);
- (2) he agreed to the Member's proposal. He had worked with the TD to make different adjustments to the duration of traffic light signals on a trial basis; however, the vehicular green time was still insufficient to cope with the traffic flow at the location concerned during peak hours. He thus considered that it was a tough problem and hoped that the TD would explore other solutions (Mr CHENG Chit-pun);
- (3) regarding a traffic accident occurred in recent months, the police officers arrived at the scene to direct the traffic about one hour later. He held that it might be too late if the police officers only notified the TD to adjust the duration of traffic light signals after they arrived at the scene. He thus enquired whether the TD would only make such adjustment after being notified; or whether a monitoring mechanism had been put in place to promptly divert the vehicles which were caught in congestion on Castle Peak Road due to traffic accidents (Mr CHENG Chit-pun); and
- (4) as traffic congestion frequently occurred at the road section between the flyover on Tuen Mun Road (Sham Tseng section) and Ting Kau Bridge, the vehicles travelling to Ting Kau Bridge should keep to the left lane at present. Given the four lanes on the road section concerned, he proposed marking

the rightmost lane with a solid line. By doing so, the vehicles travelling to Tsuen Wan could make the choice of lane and need not cut lane and get in lane before reaching Sham Tseng, in order to prevent the occurrence of traffic congestion (Mr CHENG Chit-pun).

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

- (1) the TD and HyD were currently conducting a study on the road network of Hong Kong, including the road safety and facilities near Tuen Mun Road (Sham Tseng section) as well as the proposal of marking the rightmost lane of Tuen Mun Road (Ting Kau Bridge section) with a solid line. The consultant would study the surrounding environment in detail, with a view to minimising the occurrence of traffic accidents; and
- (2) the TD had installed closed circuit televisions to monitor the road conditions. The TD would also make timely arrangements and coordinate with the HKPF to adjust the duration of traffic light signals.

(Note: Mr CHAN Chun-chung, Jones and Mr WONG Fah-man joined the meeting at 3:02 p.m.)

11. The views and enquiries of the Chairman and Members were summarised as follows:

- (1) he enquired whether the TD had adjusted the duration of traffic light signals on 28 June and 31 July 2019. According to the written reply of the TD in 2016, the TD would adjust the duration of traffic light signals in response to incidents; yet, in fact, such arrangement was ineffective (Mr NG Hin-lung, Norris);
- (2) on 17 August 2019, a traffic accident occurred at Tuen Mun Road (Tuen Mun bound) near Ka Loon Tsuen, resulting in traffic congestion. The traffic queue extended to Castle Peak Road (Sham Tseng section). According to his observation on the said day, the vehicular green time of the traffic lights off Bellagio lasted 15 seconds, during which only seven vehicles could travel past on each lane. In contrast, on ordinary days when there was no traffic accident, the vehicular flow at the road section concerned was relatively low. He thus enquired about the duration of vehicular green time of the traffic lights at the location concerned on ordinary days and the adjusted duration in response to traffic accidents (Mr NG Hin-lung, Norris);
- (3) the TD still failed to grasp the impact on the residents in Sham Tseng and Tsing Lung Tau brought by the problem concerned. Many residents had also relayed the problem to him because traffic congestion occurred repeatedly in August 2019. He opined that the TD should make a more significant adjustment according to the traffic conditions at the scene. Also, he enquired of the TD about the upper and lower limits of adjusting the duration of traffic light signals, as well as the assessment on the effectiveness of such adjustment (Mr NG Hin-lung, Norris); and

- (4) he requested the TD to provide the records of adjusting the duration of traffic light signals on 28 June, 31 July and 17 August 2019, and enquired whether there was more room for adjustment (the Chairman).

(Note: Mr LAM Faat-kang left the meeting at 3:05 p.m.)

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

- (1) as the TD should coordinate all traffic light signals in Sham Tseng in the wake of traffic accidents, there was limited room for adjusting the duration of traffic light signals. Besides, the TD did not have the records of adjusting the duration of traffic light signals at the moment;
- (2) the TD noted the problem of traffic congestion on Tuen Mun Road. The TM-CLKL, which would be commissioned shortly, could effectively divert the traffic flow from the New Territories North West to the airport and reduce the traffic load of Tuen Mun Road. Hence, the problem of traffic congestion on Tuen Mun Road would be solved; and
- (3) the TD was also taking other improvement measures currently.

13. The Chairman concluded that between 2008 and 2009, the Tsuen Wan District Council (TWDC) and the Tuen Mun District Council had jointly financed a study on the construction of Tuen Mun - Tsuen Wan Monorail, and successfully urged the Government to conduct a further study on the proposal. Regrettably, it was excluded from the Railway Development Strategy 2014. He hoped that the TM-CLKL would effectively improve the traffic congestion upon commissioning in 2020. Besides, he requested the TD to provide the records of adjusting the duration of traffic light signals.

(Note: Mr CHOW Ping-tim left the meeting at 3:08 p.m.)

(Post-meeting note: The T&TC had received the written reply from the TD on 3 October 2019 and distributed the written reply to Members.)

V Item 5: Minibus Boarding by Residents of Lo Wai Village
(T&TC Paper No. 32/2019)

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

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

16. Senior Transport Officer/Tsuen Wan (Sr Transp Offr/Tsuen Wan) of the TD responded as follows:

- (1) every year, the TD would discuss with other departments and the Yuen Yuen Institute the traffic arrangements of Lo Wai Road during major festivals, including the Spring and Autumn Ancestral Offerings Ceremonies as well as Yue Lan Festival;
- (2) the TD had implemented a series of enhancement measures in recent years. For example, bus route no. 32P providing direct access to the Yuen Yuen

Institute and bus route no. 32S were arranged, and the service of bus route no. 32P was enhanced before and after the Ching Ming Festival this year. Also, a feeder bus service was provided by the Yuen Yuen Institute; and

- (3) the TD would continue to monitor the demand for the public transport services concerned and discuss the traffic arrangements during the aforesaid festivals with various public transport operators including the minibus operators, in order to facilitate the travel of the public.

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

- (1) during the Spring and Autumn Ancestral Offerings Ceremonies or other festivals, several green minibus (GMB) terminals set up in Shiu Wo Street would be packed with waiting passengers. In this connection, some residents proposed to relocate some of the GMB terminals to the Tsuen Wan West Station Public Transport Interchange. He hoped that the TD would review the existing arrangement of the GMB terminals in Shiu Wo Street again (Mr KOO Yeung-pong);
- (2) the minibus operators had undertaken to give priority to the boarding by residents of Lo Wai Village under special circumstances. He hoped that the TD would support this proposal (Mr CHAN Chun-chung, Jones);
- (3) the bus companies and TD might not be able to fully grasp the days with higher visitor flow and to arrange for temporary bus services to pick up the passengers according to the needs. Hence, he opined that the TD should enhance communication with the minibus operators and explore the improvement proposals on facilitating minibus boarding by the residents of Lo Wai Village (Mr CHAN Chun-chung, Jones);
- (4) he agreed that the GMB terminals in Shiu Wo Street would be packed with waiting passengers during the Spring and Autumn Ancestral Offerings Ceremonies or special festivals. In recent years, the problem had been relieved by the special bus services and the feeder bus service provided by the Yuen Yuen Institute. However, as the minibus operators also wished to help divert the visitor flow during the Spring and Autumn Ancestral Offerings Ceremonies or special festivals, he suggested that the TD should enhance communication with the minibus operators in order to identify solutions (Mr MAN Yu-ming); and
- (5) he agreed that there was a problem of excessive concentration of GMB stops on Shiu Wo Street. In his opinion, the relocation of an appropriate number of GMB stops was a preferable solution, but it should seek views from the residents beforehand (Mr MAN Yu-ming).

18. Sr Transp Offr/Tsuen Wan of the TD responded that the TD noted Members' views. The terminating point of the feeder bus service provided by the Yuen Yuen Institute during festive periods was set up at Tsuen Wan West Station, which was effective in diverting the passenger flow.

19. To summarise, the Chairman concluded that the TD was requested to note Members' views and consult the stakeholders before making any changes.

(Note: Mr FUNG Cheuk-sum joined the meeting at 3:18 p.m.)

VI Item 6: Request to Introduce the Vehicle Noise Detection Camera in Tsuen Wan District

(T&TC Paper No. 33/2019)

20. The Chairman said that Mr CHENG Chit-pun and Mr MA Ting-hei submitted the paper, and introduced the representatives of government departments who joined the meeting, including:

- (1) Mr CHEUNG Sau-cheong, Andrew, Senior Environmental Protection Officer (Assessment & Noise)¹ (Sr Env Protection Offr (Assessment & Noise)¹) of the Environmental Protection Department (EPD); and
- (2) Mr CHEUNG Wing-cheong, Eddie, Engineer/Monitoring and Projects (Engr/Monitoring and Projects) of the TD.

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

(Note: The Hon TIEN Puk-sun, Michael joined the meeting at 3:25 p.m.)

22. Sr Env Protection Offr (Assessment & Noise)¹ of the EPD responded as follows:

- (1) in line with the practice of other countries, the vehicle noise in Hong Kong was regulated by controlling the emission of such noise at source;
- (2) according to the Road Traffic Ordinance (Chapter 374), any first registered vehicle in Hong Kong should comply with the noise emission standards as stipulated in the Noise Control (Motor Vehicles) Regulation (Chapter 400I). The emission of excessive noise by vehicles on roads might be attributed to speeding or illegal modification;
- (3) it was stipulated in the prevailing Road Traffic (Construction and Maintenance of Vehicles) Regulations (Chapter 374A) that every vehicle should be fitted with a silencer. To prevent some vehicles from emitting excessive noise due to illegal modification after first registration, it was set out in the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Chapter 374A) that the silencer of each vehicle should be maintained in effective and good working order and should not have been altered or replaced in such a way that the noise was made greater by the alternation or replacement. The HKPF and TD were responsible for the enforcement of the aforesaid regulations;
- (4) if the HKPF and TD intended to introduce new technology to facilitate the law enforcement or enhance the effectiveness of enforcement work, the EPD was readily to provide professional advice. However, it was not stipulated in the prevailing Road Traffic (Construction and Maintenance of Vehicles) Regulations (Chapter 374A) the method of measurement of ascertain the higher level of vehicle noise emitted due to the alternation or replacement of exhaust pipe, for the purpose of accessing whether the vehicle in question violated the regulations; and

- (5) the EPD learnt that the adoption of vehicle noise detection cameras was still in the pilot stage in other regions. For example, such cameras were not yet adopted for law enforcement in the United Kingdom. Also, not until recently did Taiwan start using mobile noise detection cameras for screening vehicles which emitted excessive noise for further examination. The EPD should plan the next steps after learning more about the adoption of vehicle noise detection cameras in other regions.
23. Engr/Monitoring and Projects of the TD responded that the TD would study how to implement the proposal concerned in close collaboration with the EPD.
24. OC Dist Traffic Team (Tsuen Wan) of the HKPF responded as follows:
 - (1) the HKPF had not adopted the vehicle noise detection cameras for law enforcement at the moment. The decision as to whether to introduce such cameras should lie with the policy bureaux concerned such as the THB or Environment Bureau. The HKPF had no comment on the proposal concerned;
 - (2) it was stipulated in the prevailing Road Traffic (Construction and Maintenance of Vehicles) Regulations (Chapter 374A) that it was an offence to modify a vehicle, e.g. the failure to fit the vehicle with a silencer;
 - (3) the HKPF and TD had conducted joint operations against illegal road racing in the past. The Traffic New Territories North had also attempted to institute prosecution through the measurement of vehicle noise level with the aid of equipment. However, it was found after submission of the report concerned to the Department of Justice that as the vehicle noise level was not measured in an enclosed chamber, the evidence collected was dubious and thereby no prosecution could be initiated; and
 - (4) the HKPF had reservations on taking law enforcement actions against vehicle noise pursuant to the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Chapter 374A).
25. The views and enquiries of Members were summarised as follows:
 - (1) he noted that as restricted by the existing legislation, the government departments could only detain the vehicles associated with the problem of vehicle noise for examination. Some members of the public had taken video recordings of vehicles emitting excessive noise which were suspected to be illegally modified. They submitted the video recordings and lodged complaints to the government departments. However, the departments concerned requested the complainants to give evidence as well. Although the departments had issued vehicle examination reports to the vehicle owners in question afterwards, the vehicles would probably undergo rectification at vehicle repair workshops before being sent for examination and some owners might reinstall the parts suspected of causing excessive vehicle noise upon completion of the examination. Eventually, the problem of vehicle noise would remain unresolved. He therefore believed

that the approach of following the existing prosecution procedures was ineffective (the Hon CHAN Han-pan, Ben);

- (2) as the residents next to the highways such as Tsuen Wan Road and Texaco Road had been affected by the noise nuisance for years, he hoped that the Government would actively study novel solutions and provide the relevant timetable (the Hon CHAN Han-pan, Ben);
- (3) based on past experience, the introduction of new detection tools for law enforcement in Hong Kong would take a long time. Besides, when the technology concerned was successfully introduced, it might have become obsolete due to the advancement of technology and the public concern about privacy nowadays. In her opinion, the failure to control vehicle noise mainly arose from the limited enforcement powers vested in the HKPF under the current legislation. Hence, the Government should consider conducting a review again and making amendments to the relevant legislation, with a view to facilitating the law enforcement by the HKPF (Ms LAM, Lam Nixie);
- (4) as the residents in Tsing Lung Tau and Sham Tseng had suffered from vehicle noise nuisance for long, he agreed that the Government should explore various technologies to facilitate the law enforcement. Regarding the introduction of vehicle noise detection cameras, he was concerned about the accuracy of such cameras when being adopted in the law enforcement. He opined that even if the vehicle noise detection cameras could successfully capture the vehicles emitting excessive noise, the HKPF still had to issue vehicle examination reports to the owners of the vehicles in question due to inadequate evidence. He believed that the owners would make rectification before sending their vehicles for examination. Moreover, he was concerned about the number of vehicle noise detection cameras to be installed. In his opinion, if the cameras installed were inadequate, some vehicles might decelerate before entering the surveillance areas of vehicle noise detection cameras and accelerate after leaving the surveillance areas. As a result, it would even produce a higher level of noise. He was also concerned about the privacy issues related to such cameras. He held that as the public was concerned about the use and storage of data nowadays, the relevant issues should be examined in detail before implementation of the proposal concerned (Mr NG Hin-lung, Norris);
and
- (5) the departments should step up the inter-departmental enforcement operations on Tsuen Wan Road and Tuen Mun Road and send the vehicles suspected of being illegally modified for examination on the spot. He believed that these measures could effectively curb the problem of vehicle noise and reduce the number of illegally modified vehicles. He also requested the departments to provide the timetable of inter-departmental enforcement operations and the related prosecution figures (Mr NG Hin-lung, Norris).

26. Sr Env Protection Offr (Assessment & Noise)¹ of the EPD said that the EPD noted Members' views.

27. Engr/Monitoring and Projects of the TD responded that the TD would continue to study the technology concerned, with a view to facilitating the law enforcement.

28. OC Dist Traffic Team (Tsuen Wan) of the HKPF responded that he would relay the proposal of enhancing the joint operations to the Traffic New Territories South.

29. The Chairman concluded that he hoped the government departments would make concerted efforts to promptly introduce the technology concerned and conduct a trial run in Tsuen Wan, subject to the effectiveness of vehicle noise detection cameras adopted in other countries. Also, he requested the Traffic New Territories South of the HKPF, which frequently participated in the inter-departmental enforcement operations, to note Members' views.

(Note: Mr LI Hung-por joined the meeting at 3:40 p.m.)

VII Item 7: Request the KMB to Enhance the Bus Service of Route 39M
(T&TC Paper No. 34/2019)

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

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

32. Assistant Manager (Operations) of the Kowloon Motor Bus Company (1933) Limited (KMB) responded as follows:

- (1) after an assessment last year, the KMB provisionally decided to replace the 12.8-metre-long buses serving bus route no. 39M because it considered that the 12-metre-long buses could cope with the service demand for bus route no. 39M and noted the population growth in Tuen Mun district;
- (2) the KMB noted the Member's views. It had ordered a batch of new 12.8-metre-long buses and would give priority to allocating the new buses to serve bus route no. 39M; and
- (3) the KMB would instruct the staff at the bus stop of Tsuen Wan Centre to arrange the passengers to move into the rear portion of bus compartment on the lower deck as far as possible. However, according to past experience, it was believed that the provision of Octopus Card reader at the rear bus door might not be conducive to making good use of the space in the rear portion of bus compartment on the lower deck.

(Note: Mr NG Chun-yu joined the meeting at 3:45 p.m.)

33. Sr Transp Offr/Tsuen Wan of the TD responded that the TD noted the Member's proposal and the KMB's response. The TD would continue to closely monitor the service of bus route no. 39M together with the KMB.

34. The views and enquiries of Members were summarised as follows:
- (1) he requested the KMB to provide the data on the overall patronage of bus route no. 39M, so that Members could learn of the period when the bus route nearly reached its maximum passenger capacity (Mr WONG Wai-kit);
 - (2) according to the experiences gained from the operation of bus route no. 34M, the passengers of short haul bus routes might not prefer going up the stairs to the upper deck. As a result, it was often found that while the lower deck was fully occupied, there were still vacant seats on the upper deck to accommodate more passengers. He was concerned whether bus route no. 39M also had similar problems and enquired how the KMB's staff at the bus stop arranged the passengers to access the upper deck onboard (Mr WONG Wai-kit);
 - (3) he pointed out that at earlier times, the overall operation of bus route no. 39M was relatively smooth when it was served by 12.8-metre-long buses. However, at present, there were usually seven or eight passengers waiting at each en route stop of the bus route on average. Besides, the KMB was uncertain when the newly procured vehicles would be delivered and accepted. It was also unable to assure that these vehicles would be deployed to serve bus route no. 39M by that time. He expressed dissatisfaction over the KMB's replacement of 12.8-metre-long buses on the grounds of urgency. As such, he requested the KMB to deploy the 12.8-metre-long buses which were replaced earlier to serve bus route no. 39M again (the Hon TIEN Puk-sun, Michael);
 - (4) the passengers of short haul bus routes might not prefer going up the stairs to the upper deck due to the shorter journey time. However, he believed that if passengers could get onboard through the rear bus door where an Octopus Card reader was provided, they would access the upper deck when the rear portion of bus compartment on the lower deck was almost full. The KMB had provided an Octopus Card reader at the rear bus door for the boarding by passengers of bus route no. 39M in the past. At that time, it could make better use of the space onboard and thereby serving 30 to 40 more passengers between 7:30 a.m. and 9:00 a.m. per day (the Hon TIEN Puk-sun, Michael); and
 - (5) although the representative of the KMB stated earlier that the staff at the bus stop could effectively arrange the passengers to move into the rear portion of bus compartment on the lower deck, he found that some passengers were still unable to get onboard. He thus requested to conduct an on-site inspection and observe whether the KMB's staff at the bus stop could effectively arrange the passengers to move into the rear portion of bus compartment on the lower deck. If the arrangement was proved ineffective, he would request the KMB to provide an Octopus Card reader at the rear bus door again for the boarding of passengers (the Hon TIEN Puk-sun, Michael).
35. Assistant Manager (Operations) of the KMB responded that the KMB noted Members' views. The KMB did not have the data on the actual patronage of bus

route no. 39M at the moment. He agreed that vacant seats were usually available on the upper deck of this bus route. As the two departures of bus route no. 39M at 8:30 a.m. had the highest patronage, he believed that it could focus on enhancing the arrangement of the two departures concerned.

36. The Chairman summarised that the T&TC would arrange for an on-site inspection to review the current arrangements of the vehicles serving bus route no. 39M and the staff at the bus stop.

(Post-meeting note: As the service of bus route no. 39M was improved after the meeting, the Chairman and Members agreed that it was not necessary to arrange for an on-site inspection.)

VIII Item 8: Strongly Request to Improve the Traffic Safety of Lei Muk Shue Estate and Wo Yi Hop Road

(T&TC Paper No. 35/2019)

37. The Chairman said that Mr CHAN Yuen-sum, Sumly and the Vice Chairman submitted the paper, and introduced Mr CHENG Man-lon, Mark, Property Service Manager/S(WTT) 4 (Property Service Mgr/S(WTT) 4) of the Housing Department (HD) who joined the meeting.

38. The Vice Chairman and Mr CHAN Yuen-sum, Sumly introduced the paper.

(Note: Mr KOT Siu-yuen left the meeting at 4:00 p.m.)

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

- (1) the section of Wo Yi Hop Road near Lei Muk Shue Estate was managed by the Kwai Tsing office of the TD. The officers of the Kwai Tsing office had conducted a study after the on-site inspection with Members. It was found in the study that if additional pedestrian crossing facilities were provided on the section of Wo Yi Hop Road near the north of Lei Muk Shue Estate, the construction of traffic islands and cancellation of one lane on Wo Yi Hop Road (downhill bound) would be required. As the proposal concerned might lead to traffic congestion, the TD was currently exploring other feasible improvement proposals; and
- (2) as the traffic travelled at a higher speed on Wo Yi Hop Road, the reduction of railings at the traffic islands might pose greater risk to the pedestrians crossing the carriageway. Hence, the TD was studying other feasible improvement proposals.

40. Property Service Mgr/S(WTT) 4 of the HD responded that the HD noted the Members' proposal regarding the pedestrian crossing facilities at Lei Muk Shue Estate Bus Terminal, and would closely study with the TD the ways of enhancing the safety of pedestrian crossing facilities inside the bus terminal.

41. The views and enquiries of Members were summarised as follows:
- (1) the TD stated in the past that as the transport specialists of the HD would give advice on the installation of speed reducers, the TD would not comment in this regard. Hence, he enquired whether the HD was still required to study the proposal of installing speed reducers in Lei Muk Shue Estate together with the TD (the Chairman);
 - (2) the provision of additional pedestrian crossing facilities on Wo Yi Hop Road might pose greater traffic risk to the motorists and pedestrians. As the road section concerned was a relatively long pedestrian ramp, he proposed that the construction of footbridge with lifts to connect the footpaths on both sides of Wo Yi Hop Road as well as linking Lei Muk Shue Estate should be taken into consideration (Mr KOO Yeung-pong);
 - (3) he had proposed to construct a footbridge across Wo Yi Hop Road years ago. However, the proposal could not materialise due to the failure to confirm the locations of two ends of the footbridge (Mr CHAN Yuen-sum, Sumly);
 - (4) the kerb of traffic island outside the shopping centre in Lei Muk Shue Estate was too high and many pedestrians tripped over it. They hoped that the TD and HyD would carry out improvement works as soon as possible (Mr CHAN Yuen-sum, Sumly and the Chairman);
 - (5) currently, the traffic island off the footpath at Lei Muk Shue Estate on Wo Yi Hop Road had a high utilisation rate. When the traffic island was fully occupied, some pedestrians had to wait on the carriageway for crossing and it was dangerous. As such, he proposed that additional pedestrian crossing facilities should be constructed on Wo Yi Hop Road to divert the pedestrian flow (Mr CHAN Yuen-sum, Sumly);
 - (6) no speed limit markings were painted on the carriageways within Lei Muk Shue Estate for the time being, and the vehicles travelled along these carriageways at a high speed. The TD did not advocate the installation of speed reducers. However, in fact, many areas under the management of the HD in various districts had already been installed with speed reducers and such devices were effective in reducing the vehicular speed. Hence, he hoped that the HD would paint speed limit markings on the carriageways inside Lei Muk Shue Estate and that the HKPF would enhance the law enforcement (Mr CHAN Yuen-sum, Sumly);
 - (7) many taxis were often parked near Lei Muk Shue Estate Bus Terminal, causing noise nuisance and safety problems. Currently, no traffic policemen were deployed to maintain traffic order at the said location. It could only rely on the security guards of Lei Muk Shue Estate to do so. However, as the taxi drivers would probably turn a deaf ear to the advice of the security guards, he hoped that the HD, property management company and HKPF would coordinate with one another to tackle the problem (Mr CHAN Yuen-sum, Sumly);
 - (8) while speed reducers had already been installed in many private housing estates such as Belvedere Garden, the HD had to take into account the TD's comments before making a decision. He hoped that the TD would give

advice on the vehicular speed in Lei Muk Shue Estate (the Vice Chairman);
and

- (9) the representatives of the Kwai Tsing office of the TD had never provided Members with the detailed information of the study on improvement proposals for Wo Yi Hop Road or contacted Members. Hence, he hoped that the discussion under the captioned item would facilitate the representatives of the Kwai Tsing office of the TD to study the proposal concerned again (the Vice Chairman).

42. Property Service Mgr/S(WTT) 4 of the HD responded that the HD should consult the TD on the proposals of installing speed reducers and reducing the vehicular speed at Lei Muk Shue Estate to meet the standards prescribed by the TD. The HD would maintain liaison with the TD and complement the TD's requirements as far as possible.

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

- (1) as the speed reducers might cause vibration and mechanical damage to the vehicles when the vehicles ran on them, the TD did not advocate the installation of such devices. The HD should put forth a proposal to facilitate further study on the ways of reducing the vehicular speed in Lei Muk Shue Estate Bus Terminal by the TD;
- (2) regarding the problem of obstruction caused by taxis to the buses entering Lei Muk Shue Estate Bus Terminal, the TD had conducted a study earlier on marking the location concerned with double yellow lines to facilitate the law enforcement by the HKPF. It was believed that the HyD would carry out the works of marking double yellow lines progressively;
- (3) it was agreed that an on-site inspection should be conducted to further study the effective ways of reducing the vehicular speed in Lei Muk Shue Estate;
and
- (4) he would approach Members to learn more about the problem concerning the kerb on the footpath outside Lei Muk Shue Estate after the meeting, in order to take further follow-up actions.

44. The Chairman summarised that as the bus terminal was located opposite to the pedestrian crossing in Lei Muk Shue Estate, the road section concerned had a very high pedestrian flow. He hoped that the representative of the TD would relay the T&TC's views to the officers concerned from the Kwai Tsing office of the TD. Besides, the T&TC would arrange an on-site inspection to review the existing traffic arrangements of Lei Muk Shue Estate and Wo Yi Hop Road.

(Post-meeting note: Members and the representatives of the departments concerned had conducted an on-site inspection in Lei Muk Shue Estate and Wo Yi Hop Road on 20 September 2019.)

IX Item 3: Investigation on Widening of Tsuen Wan Road, Extension of Existing Vehicular Bridge at Texaco Road and the Associated Junction Improvement Works

(T&TC Paper No. 30/2019)

45. The Chairman said that the HyD submitted the paper and introduced the representatives of the HyD and the corporation who would brief Members on the captioned item, including:

- (1) Mr POON Ka-man, Senior Engineer 1/Tsuen Wan Road (Sr Engr 1/Tsuen Wan Road) of the HyD;
- (2) Mr LEUNG Allen, Engineer 2/Tsuen Wan Road (Engr 2/Tsuen Wan Road) of the HyD;
- (3) Mr LO Wing-hung, Project Director of the AECOM Asia Company Limited (AECOM); and
- (4) Mr TAI Pui-lung, Project Manager of the AECOM.

46. Engr 2/Tsuen Wan Road of the HyD introduced the paper.

47. The Chairman said that before leaving the meeting, Mr CHOW Ping-tim asked him to give views on his behalf. Mr CHOW Ping-tim proposed that before the provision of a dedicated lane to Tsing Yi was taken into consideration, the stone slope at Tsuen Tsing Interchange on Tsuen Wan Road should be removed to widen the carriageway from two lanes to three lanes. Otherwise, it would have enormous traffic impact on Tsuen Wan. Besides, Mr CHOW Ping-tim proposed exploring the construction of an elevated vehicular link on Texaco Road to connect Tsuen Wan Road (Kowloon bound) in order to alleviate the ever-increasing traffic load in Tsuen Wan district. He also opined that every effort should be made to minimise the traffic impact brought by the works during the construction period.

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

- (1) he had put forth a proposal in the past that the existing flyover on Texaco Road (commonly known as the “incomplete flyover”) should be extended to connect the at-grade road for directly diverting the vehicles from the vicinity of Yeung Uk Road to the flyover via Tsuen Tsing Interchange. He enquired whether this proposal was included in the project concerned. Also, he hoped that the HyD would provide the PowerPoint presentation materials of the briefing on the captioned matter (the Hon CHAN Han-pan, Ben);
- (2) he noted that the preliminary environmental impact assessment (EIA) had been completed. In the past, he had proposed that a dedicated left-turn lane to Tsing Yi from Tsuen Tsing Interchange should be provided on Tsuen Wan Road (Tsing Yi bound), so as to spare the vehicles from travelling through the roundabout. Hence, he enquired whether the said proposal would only be considered after completion of the study on the widening of Tsuen Wan Road (the Hon CHAN Han-pan, Ben);
- (3) the matter concerned had been discussed at different meetings within the current term of the TWDC. She expressed regret over the shelving of the

project in early years and was pleased to note that it was reactivated at present. She believed that the TWDC looked forward to prompt completion of the investigation by the HyD and its consultant (Ms LAM, Lam Nixie);

- (4) the residents in Tsuen Wan West would be directly affected by the project concerned. Also, as the residents along Tsuen Wan Road were constantly exposed to road noise nuisance and the area was packed with buildings, the residents of many new and old housing estates including Belvedere Garden aspired for the installation of noise barriers. She thus opined that the HyD should consider adopting full enclosure noise barriers in the investigation. Also, the HyD should early and proactively introduce the project plan to the residents' representatives and district councillors of the constituency areas as well as collecting views on the project. Otherwise, the noise problem would remain unresolved and the residents might have relatively strong reaction against the project (Ms LAM, Lam Nixie);
- (5) the vehicles from Tsing Lung Tau and Sham Tseng mostly travelled to Tsuen Wan Road via Tuen Mun Road or Castle Peak Road (Ting Kau section). However, there was often traffic congestion at the section of Tuen Mun Road near Cable TV Tower. The major cause was the diversion of part of the traffic flow in Tsuen Wan to Tsuen Wan Road and the bottleneck was formed near Kwai Tsing Interchange. Hence, he hoped that the project would solve the problem of bottleneck and enhance the traffic capacity (Mr NG Hin-lung, Norris);
- (6) in early years, a proposal was put forth under the Tsuen Wan Bypass project to address the problem of vehicles queueing on Hoi On Road and Hoi Hing Road for turning into Tsuen Wan Road via the roundabout on Tai Chung Road during peak hours in the morning. The proposal aimed to smoothly divert the traffic flow to Tsuen Wan Road. He hoped that the captioned investigation would also study this problem (Mr NG Hin-lung, Norris);
- (7) the project concerned had been under discussion before the intake of residents in the housing estates around Tsuen Wan West. Regrettably, it failed to implement the project owing to various causes. Currently, as the residents of most housing estates along Tsuen Wan Road had already moved in, the existing road facilities could hardly cope with the increased traffic flow in the area. Hence, he hoped that the project could commence within five to ten years and the consultant would consider diverting the traffic flow in Tsuen Wan district to the expressway in a multi-pronged manner, with a view to relieving the problem of traffic congestion in the district (the Vice Chairman);
- (8) he proposed that the incomplete flyover should be extended to connect the traffic routes from Yeung Uk Road and Kwai Fuk Road. Also, consideration should be given to converting the existing temporary car park beside Texaco Road into a portal to the incomplete flyover, so as to minimise the traffic impact on Texaco Road during the construction period (the Vice Chairman);

- (9) he was concerned that Tsuen Tsing Interchange currently served as the confluence of four traffic routes travelling to Texaco Road, including Tsing Tsuen Road to Texaco Road (Tsuen Wan and Shatin bound), the left and right secondary routes of Tsuen Wan Road to Texaco Road, as well as the traffic flow from Riviera Gardens, Tsuen Wan to Texaco Road. Also, the loading and unloading activities were busy in the industrial area at Texaco Road. It did not only result in serious traffic congestion at Texaco Road and Tsuen Tsing Interchange, but also formed a long queue of vehicles travelling from Tsing Yi to Tsuen Wan which extended back to Tsing Yi. Thus, the vehicles plying between Ma Wan/North Lantau and Tsuen Wan/Shatin would be affected directly. In case of traffic accidents, it would cause traffic gridlock in Tsuen Wan district. Hence, he hoped that the consultant would study the problem in detail (Mr CHAN Sung-ip);
 - (10) over the years, the problem of tailback was often caused by the vehicles on Tsing Tsuen Road (Texaco Road bound) waiting at the traffic lights at Yeung Uk Road. Hence, he enquired how the HyD tackled this problem (Mr TAM Hoi-pong);
 - (11) the residents' service coaches travelling from Kwai Fong to Ma Wan should make a left turn from Tsuen Wan Road into Tsing Tsuen Road at present. A proposal on provision of a dedicated left-turn lane to Tsing Tsuen Road had been discussed in the past. Hence, he enquired about the progress made by the HyD in considering the proposal (Mr TAM Hoi-pong);
 - (12) as the project did not make progress in the past seven years, he hoped that it would commence as soon as possible. However, he believed that as compared to seven years ago, there would be greater difficulties in implementing the project currently. Also, the residents of most housing estates along the waterfront had already moved in. It would be difficult to construct two lanes on the road section between the roundabout on Tai Chung Road and Tsuen Tsing Interchange as originally planned, unless the HyD adopted the installation of full enclosure noise barriers in the design (Mr WONG Wai-kit);
 - (13) he hoped that the HyD would give ongoing consideration to the planning of construction of two secondary routes in the vicinity of Hoi Hing Road, which could divert the traffic flow to the proposed Tsuen Wan Bypass and facilitate the vehicles to directly reach Kowloon via Hoi Hing Road instead of the roundabout on Tai Chung Road, in order to reduce the reliance of motorists from Tsuen Wan district on Tai Chung Road Interchange and Tsuen Tsing Interchange. He believed that this proposal could help alleviate the overall traffic load (Mr WONG Wai-kit); and
 - (14) as the consultant was recently engaged, he hoped that the HyD and consultant would submit paper again to the TWDC of the next term for more detailed discussion (Mr WONG Wai-kit).
49. Sr Engr 1/Tsuen Wan Road of the HyD responded as follows:
- (1) after discussion at the meetings of the Working Group on Traffic Review and Improvement Plans for Tsuen Wan Road and Associated Junctions (the

“Working Group”), the HyD planned to actively explore the possibility of early completing the three projects near Tsuen Tsing Interchange during the preliminary stage of the widening of Tsuen Wan Road, namely, extension of the unfinished flyover, removal of part of the existing stone slope for construction of an additional lane on the approach road of Tsuen Wan Road (Tuen Mun bound), and provision of a dedicated left-turn lane from Tsuen Wan Road to Tsing Tsuen Road (Tsing Yi bound);

- (2) it was noted that Members were concerned about the impact of the proposed vehicular bridge between Tsing Tsuen Road and Tsuen Wan Road (Kowloon bound) on the vicinity of Riviera Gardens during the construction period;
- (3) having considered the views given by Members of the Working Group, the HyD proposed that the road section linking the incomplete flyover on Texaco Road should be connected to Yeung Uk Road and Kwai Fuk Road, so as to divert the traffic on Texaco Road westbound (Tsing Yi bound) from Tsuen Tsing Interchange to the flyover. This proposal would not only achieve diversion of busy at-grade traffic at Tsuen Tsing Interchange, but also created a favourable condition for the construction of the third lane on the approach road of Tsuen Wan Road (Tuen Mun bound) and a dedicated left-turn lane from Tsuen Wan Road to Tsing Tsuen Road (Tsing Yi bound). It was believed that the said arrangement could minimise the traffic impact during the construction period, and the study would be conducted in this direction;
- (4) according to the Environmental Impact Assessment Ordinance (Chapter 499), the above projects (including the extension of vehicular bridge) were designated works projects which should be granted with environmental permits before implementation. Therefore, the HyD should conduct the EIAs for the projects according to the provisions, requirements and procedures stipulated in the aforesaid Ordinance, and it would take time to complete the EIAs. Although the work was complicated, the HyD would conduct the study actively and strive for early completion of the three projects concerned during the preliminary stage of the widening of Tsuen Wan Road;
- (5) the investigation had already commenced in late May 2019. The consultant was currently collecting information such as the latest planning parameters and traffic data. The consultant would explore the feasible project plans afterwards. Hence, it was expected that the investigation would be completed in 2022;
- (6) the HyD noted the proposal of adopting full enclosure noise barriers as put forth by Members at the meetings of the Working Group and the Environmental and Health Affairs Committee. Although the widening of Tsuen Wan Road was a challenging project, the HyD would, in the EIA of the widening of Tsuen Wan Road, assess the impact of traffic noise on the residents nearby upon widening of the road section concerned and proposed noise mitigation measures as appropriate, in order to ease the negative impacts on the residents. The HyD would also duly report to the T&TC

and collect views after drawing up the project plans. The implementation timetable of noise mitigation measures would be confirmed upon completion of the stage of investigation;

- (7) the HyD noted the traffic issues of concern to Members in Tsuen Wan district. It would make every effort to incorporate the views into the traffic study on the widening of Tsuen Wan Road for an overall consideration, with a view to diverting the traffic flow to widened Tsuen Wan Road as far as possible and relieving the traffic congestion in Tsuen Wan district;
- (8) the HyD agreed to provide the PowerPoint presentation materials of the briefing on the captioned matter; and
- (9) the HyD noted that Members were concerned about a number of traffic issues, namely, the traffic congestion on the road section near Cable TV Tower in the vicinity of Tuen Mun Road, the bottleneck near Kwai Tsing Interchange, the queueing of vehicles on Hoi On Road and Hoi Hing Road for turning into Tsuen Wan Road via the roundabout on Tai Chung Road, the traffic congestion caused by vehicles from Tsing Yi to Tsuen Wan at the turn into Yeung Uk Road, as well as the busy traffic at the roundabout on Tai Chung Road and Tsuen Tsing Interchange. The aforesaid issues, together with the traffic problems occurring at the section of Tsuen Wan Road between Kwai Tsing Interchange and Tsuen Tsing Interchange as well as the section of Tsuen Wan Road between Tsuen Tsing Interchange and Tuen Mun Road, would be reviewed in the investigation.

50. The Chairman stated that 5 274 households had already moved in or were about to move into the new housing estates along the waterfront in Tsuen Wan. Also, there would be 1 489 new parking spaces and 173 motorcycle parking spaces. Under such circumstances, the HyD should formulate short, medium and long term measures to cope with the increased traffic flow as soon as possible. He pointed out that in early years, the adoption of full enclosure noise barriers had been taken into account during the discussion on the design with the Civil Engineering and Development Department and its consultant. As most of the residents had already moved into the housing estates at present, he believed that the semi-enclosure noise barriers could not effectively prevent the residents from being exposed to noise nuisance. He therefore suggested that the HyD should promptly complete the design proposal under the assumption that the full enclosure noise barriers would be adopted. The HyD should also submit the design proposal to the T&TC and collect views as early as possible. He suggested that when formulating the short term measures, the HyD should consider leveraging the mini-roundabout on Hoi Hing Road to divert the traffic to Castle Peak Road, in order to ease the serious traffic congestion caused by the traffic flow to Belvedere Garden via the roundabout on Tai Chung Road. Moreover, the project was shelved in early years due to inadequate consultation at the district level, resulting in a delay of almost ten years. Hence, he hoped that the HyD and its consultant would maintain good communication with various stakeholders during the investigation, with a view to promptly commencing the project and resolving the problem of increasingly serious traffic congestion in Tsuen Wan district.

(Post-meeting note: The T&TC received the PowerPoint presentation materials of the captioned matter from the HyD on 12 September 2019 and distributed the materials to Members.)

X Item 9: Minor Traffic Improvement Projects Completed in the Past Two Months, in Progress and Planned to Commence by the Highways Department (Tsuen Wan District) and Timetables (as at 16 August 2019)

(T&TC Paper No. 36/2019)

51. District Engineer/General (3) of the HyD introduced the minor traffic improvement projects and timetables in Tsuen Wan district.

52. The Vice Chairman requested the HyD to promptly implement the Improvement of Markings for the Public Light Bus Parking Spaces in Tso Kung Street near Heung Che Street Market under Project No. TW/18/02663-86, in order to improve the problem of traffic congestion which adversely affected the boarding of buses and public light buses by the public at the location concerned.

53. The Chairman concluded that he requested the HyD to note the Member's views.

(Note: Ms LAM Yuen-pun, Phyllis joined the meeting at 4:56 p.m.)

XI Item 10: Progress Reports of Working Groups under the Traffic and Transport Committee

(A) Working Group on Tsuen Wan Footbridge Network

54. Mr KOO Yeung-pong reported that according to the information provided by the HyD in late August 2019, the public consultation programme of Footbridge B (Public Works Programme (PWP) Item No. 145TB) had been completed in mid-May 2019 and the project received general support from the public. The HyD was currently following up on more than 100 pieces of views collected, which were mainly related to the takeover of private footbridge and the installation of additional lift. Meanwhile, the HyD would conduct the relevant design and technical study. Also, the HyD planned to appoint a consultant for the projects of Footbridge C (PWP Item No. 145TB) and Footbridge E (PWP Item No. 196TB) altogether, with a view to studying different alignments and proposals in detail. It was expected that the appointment procedures would be completed within this year. Besides, the works progress of the main body of Footbridge D (PWP Item No. 164TB) was satisfactory and the installation of glasses, window blinds and electricity meter boxes outside the lift tower had been completed. Also, the construction of staircases and planters, installation of lift and connection works of the footbridge deck had commenced. The HyD had held meetings with the property management agencies of Tsuen Wan Plaza and Skyline Plaza for discussion on the relevant details in July and August 2019 respectively, and would endeavour to complete the footbridge project by the end of 2019. In addition, regarding the escalator works at the pedestrian footbridge of Tai Wo Hau MTR Station, the HyD would submit the proposed project plan to the Panel on Transport of the Legislative Council (LegCo) for discussion as soon as possible after the LegCo resumed meetings. The HyD would proceed with the relevant

design work of foundation, structure, lighting, landscaping, drainage, mechanical and electrical works, as well as preparing the relevant tender documents.

(B) Task Force on Public Transport Network

55. Mr CHENG Chit-pun reported that the Task Force had held its 29th meeting on 28 August 2019 to continue to follow up and discuss the following ten items, including:

- (1) Request the TD and the departments concerned to assist in exploring a feasible proposal to provide an access at some parts of the divider between Waterside Plaza and City Point with a view to enable residents to move between the two housing estates conveniently and achieve a better living environment;
- (2) 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;
- (3) Strongly request the TD to promptly study the proposal of widening and improving the relevant road sections on Wing Tak Street and of providing taxi pick-up and drop-off parking spaces for the convenience of visitors and residents travelling to and from City Point; request the HKPF to strengthen enforcement action on Wing Tak Street and Wing Shun Street to avoid aggravated traffic problem and maintain a smooth traffic flow on Tsuen Wan waterfront;
- (4) 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;
- (5) 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;
- (6) Request the TD, property developer of lot 393 and government departments concerned to study the roll-out of the project of widening the exclusive left-turn lane at Ma Tau Pa Road concurrently in the course of construction of a new footbridge in order to save the total construction time of these two projects and bring convenience on transportation to the residents of Tsuen Wan district as soon as possible;
- (7) 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;
- (8) 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;
- (9) Proposed interchange discount at Fu Wah Street bus-stop for the express routes of buses via Shing Mun Tunnel; and
- (10) Propose to extend the late night service hours for GMB route no. 85.

(C) Working Group on Road Safety Education and Promotion

56. The Vice Chairman reported that the Working Group had successfully held the “Tsuen Wan District Road Safety Talk for the Elderly” and “Tsuen Wan District Road Safety Day-cum-Exemplary Pedestrians Recognition Day”. Also, the “Tsuen Wan District Road Safety Carnival” would be held on 8 September 2019. He called on Members to support and participate in the activity.

XII Item 11: Any Other Business

57. Mr CHAN Yuen-sum, Sumly requested for prompt provision of the works schedule and commencement of the conversion of two pedestrian crossing facilities on Kwok Shui Road to pedestrian crossing facilities with pushbutton; preparation of a proposal on providing footbridge or pedestrian crossing facilities across Castle Peak Road; and installation of lift at the exit of MTR Tai Wo Hau Station on Kwok Shui Road. Moreover, as the construction of staircase on Yau Ma Hom Road had been delayed for almost ten years, he hoped that the TD and HyD would commence the works as soon as possible.

58. The Chairman requested the government departments concerned to note the Member’s views.

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

- (1) Financial Statement of Traffic and Transport Committee as at 16 August 2019
(T&TC Paper No. 37/2019).

60. The Chairman said that this was the last meeting of the T&TC of the current term. He thanked all Members and government representatives for their support and contributions to the T&TC.

XIII Adjournment of Meeting

61. There being no other business, the meeting was adjourned at 5:00 p.m.

Tsuen Wan District Council Secretariat
October 2019

Minutes of the Traffic and Transport Committee Meeting held on 8 July 2019

Amendments(1) Line 2 of Paragraph 100(4), page 23:

Original	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. He therefore suggested that if the bus companies could provide adequate vehicles and maintain a desirable frequency, the bus route concerned could be rearranged to depart from Allway Gardens to Hong Kong Island East via Tsuen Wan Centre, Discovery Park, Tsuen Wan West Station and other locations within the district where the bus service concerned was in demand
Amendment	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. <u>When introducing the paper, he had proposed that the bus companies should provide adequate vehicles and maintain a desirable 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 route 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</u>