

(Translation)

Minutes of the 2<sup>nd</sup> Meeting of Traffic and Transport Committee (2/16)

Date : 7 March 2016  
Time : 2:30 pm  
Venue : Main Conference Room, Tsuen Wan District Office

Present:

Members

Mr LO Siu-kit (Chairman)  
Mr WONG Ka-wa (Vice Chairman)  
Mr MAN Yu-ming, MH  
Mr KOO Yeung-pong  
Mr NG Hin-lung, Norris  
Mr LI Hung-por  
Ms LAM Yuen-pun, Phyllis  
Ms LAM, Lam Nixie  
The Hon CHAN Han-pan, Ben, JP  
Mr CHAN Chun-chung, Jones  
Mr CHAN Sung-ip, MH  
Mr CHAN Yuen-sum, Sumly  
Mr WONG Wai-kit  
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 MA Ting-hei  
Mr FUNG Cheuk-sum  
Mr TSANG Tai  
Mr WONG Man-chau

Government Representatives

Mr SHUM Hiu-wai	District Operations Officer (Tsuen Wan), Hong Kong Police Force
Mr CHEUNG Kwok-leung	Officer-in-Charge, District Traffic Team (Tsuen Wan), Hong Kong Police Force
Ms TSE Che-ching, Maria	Senior Transport Officer/Tsuen Wan, Transport Department
Mr LAM Chun-cheuk, Tim	Engineer/Tsuen Wan 1, Transport Department
Mr CHAN Kai-yin	Engineer/Tsuen Wan 2, Transport Department
Mr CHONG Kwok-wai	District Engineer/Tsuen Wan, Highways Department
Mr CHAN Siu-wan	Town Planner/Tsuen Wan 1, Planning Department
Mr FUNG Ka-ho	Engineer (NTW) 11, Civil Engineering and Development Department
Mr LEE Shing-fai, Henry	Executive Officer (Development), Tsuen

Wan District Office

Tsuen Wan District Council Secretariat Representatives:

Mr LEUNG Chun-hei, Winsor	Assistant District Officer (Tsuen Wan), Tsuen Wan District Office
Miss LAM Siu-yung, Daisy	Senior Executive Officer (District Council), Tsuen Wan District Office
Ms CHEUNG Wai (Secretary)	Executive Officer (District Council) 4, Tsuen Wan District Office

In Attendance:

Mr WAN Yin-chiu	Senior Manager, District Affairs Section, Kowloon Motor Bus Company (1933) Limited
Mr Ken WONG	Senior Operations Officer, Lai Chi Kok Depot, Kowloon Motor Bus Company (1933) Limited
Ms Peggy WONG	Assistant Manager (Planning and Development), Kowloon Motor Bus Company (1933) Limited

Attendance by Invitation:

For discussion of item 2

Ms WONG Yee-fang	Senior Transport Officer/Bus/New Territories West, Transport Department
Ms CHOI Siu-man	Transport Officer/Bus/New Territories West, Transport Department
Mr YU Chi-ming	Senior Manager (Planning and Development), Kowloon Motor Bus Company (1933) Limited
Mr SO Man-wah	Assistant Manager (Operations), Kowloon Motor Bus Company (1933) Limited
Mr SIN Chi-yin	Manager (Planning), Citybus Limited/ New World First Bus Limited
Mr NG Kin-man	Chief Planning Officer, Citybus Limited/ New World First Bus Limited
Mr Rayson LAW	Planning and Support Officer I (Administration and Planning), Long Win Bus Company Limited

For discussion of item 6

Mr CHUI Wing-luen	Senior Inspector of Police, Task Force Sub-unit, Enforcement and Control Division, Traffic New Territories South, Hong Kong Police Force
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Absent:

Member

The Hon TIEN Puk-sun, Michael, BBS, JP

Action

The Meeting

I Opening Remarks and Introduction

The Chairman welcomed the Members, Co-opted Members and representatives from the government departments and corporations to the 2<sup>nd</sup> meeting of the Traffic and Transport Committee (T&TC) and introduced:

- (1) Mr LEUNG Chun-hei, Winsor, Assistant District Officer (Tsuen Wan) of the Tsuen Wan District Office (TWDO);
- (2) Mr SHUM Hiu-wai, District Operations Officer (Tsuen Wan) (Dist Ops Offr (Tsuen Wan)) of the Hong Kong Police Force (HKPF);
- (3) Mr CHEUNG Kwok-leung, Officer-in-Charge, District Traffic Team (Tsuen Wan) (OC Dist Traffic Team (Tsuen Wan)) of the HKPF;
- (4) Ms TSE Che-ching, Maria, Senior Transport Officer, Tsuen Wan of the Transport Department (TD);
- (5) Mr LAM Chun-cheuk, Tim, Engineer/Tsuen Wan 1 (Engr/TW1) of the TD;
- (6) Mr CHAN Kai-yin, Engineer/Tsuen Wan 2 (Engr/TW2) of the TD;
- (7) Mr CHONG Kwok-wai, District Engineer/Tsuen Wan (Dist Engr/TW) of the Highways Department (HyD);
- (8) Mr CHAN Siu-wan, Town Planner/Tsuen Wan 1 (Town Plnr/Tsuen Wan 1) of the Planning Department (PD);
- (9) Mr FUNG Ka-ho, Engineer (NTW) 11 (Engr (NTW) 11) of the Civil Engineering and Development Department (CEDD);
- (10) Mr LEE Shing-fai, Henry, Executive Officer (Development) of the TWDO);
- (11) Miss LAM Siu-yung, Daisy, Senior Executive Officer (District Council) of the TWDO; and
- (12) Ms CHEUNG Wai (Secretary), Executive Officer (District Council) 4 of the TWDO.

2. The Chairman said that the Hon TIEN Puk-sun, Michael was absent with apologies.

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

II Item 1: Establishment of Working Groups under the Traffic and Transport Committee

(T&TC Paper No. 1/2016)

4. The Secretary introduced the paper.

(Note: Mr TSANG Tai and Mr WONG Fah-man joined the meeting at 2:40 p.m.)

5. After discussion, the T&TC endorsed the establishment of the following Working Groups, including:

- (1) the Task Force on Public Transport Network;
- (2) the Working Group on Road Safety Education and Promotion; and
- (3) the Working Group on Tsuen Wan Footbridge Network.

6. The T&TC endorsed the tenure of the Working Groups, Convenors, Vice Convenors and the Members who were concurrently the District Council (DC) Members from 7 March 2016 to 31 December 2019, and the tenure of the Members who were concurrently the Co-opted Members of the T&TC from 7 March 2016 to 31 December 2017 and from 1 January 2018 to 31 December 2019 respectively.

7. Members expressed their intention to join the Working Groups by a show of hands. The membership lists of the Working Groups were set out in Annex 1.

(Post-meeting note: The Secretariat invited the Members who had not joined the Working Groups at the meeting in writing to join the Working Groups after the meeting.)

8. The Convenors and Vice Convenors of the Working Groups were elected as follows:

<u>Working Group</u>	<u>Convenor</u>	<u>Vice Convenor</u>
(1) Task Force on Public Transport Network	Mr CHOW Ping-tim	Mr CHENG Chit-pun
(2) Working Group on Road Safety Education and Promotion	Mr WONG Ka-wa	Mr CHAN Chun-chung, Jones
(3) Working Group on Tsuen Wan Footbridge Network	Mr KOO Yeung-pong	Ms LAM, Lam Nixie

9. The T&TC approved to adopt the Terms of Reference in 2012-15 for the Working Groups (Annex II).

### III Item 2: Bus Route Planning Programme 2016-2017 for Tsuen Wan District (T&TC Paper No. 2/2016)

10. The Chairman introduced the representatives from the government departments and companies who was responsible for responding to this agenda item, including:

- (1) Ms WONG Yee-fang, Senior Transport Officer/Bus/New Territories West (STO(Bus/NTW)) of the TD,
- (2) Ms CHOI Siu-man, Transport Officer/Bus/New Territories West of the TD;
- (3) Mr YU Chi-ming, Senior Manager (Planning and Development)

(SM(P&D)) of the Kowloon Motor Bus Company (1933) Limited (KMB);

- (4) Ms Peggy WONG, Assistant Manager (Planning and Development) (AM(P&D)) of the KMB;
- (5) Mr WAN Yin-chiu, Senior Manager, District Affairs Section of the KMB;
- (6) Mr SO Man-wah, Assistant Manager (Operations) of the KMB;
- (7) Mr Ken WONG, Senior Operations Officer, Lai Chi Kok Depot of the KMB;
- (8) Mr SIN Chi-yin, Manager (Planning) of the Citybus Limited/New World First Bus Limited (Citybus/New World Bus);
- (9) Mr NG Kin-man, Chief Planning Officer of the Citybus/New World Bus; and
- (10) Mr Rayson LAW, Planning and Support Officer I (Administration and Planning) (PSOI (A&P)) of the Long Win Bus Company Limited (Long Win).

11. STO(Bus/NTW) of the TD introduced the paper.

(Note: The Hon CHAN Han-pan, Ben joined the meeting at 3:06 p.m.)

12. The views of Mr WONG Wai-kit, Mr MAN Yu-ming, Mr NG Hin-lung, Norris, Ms LAM Yuen-pun, Phyllis and Ms LAM, Lam Nixie were summarised as follows:

- (1) it was welcomed the new supplementary service for airport bus route no. A31P. Meanwhile, it was considered that the suggested routeing failed to cater for the needs of the residents in the vicinity of Tsing Lung Tau. The suggested routeing was around 30.6 km long, and it was only 2.1 km from the roundabout at Sham Tseng to Tsing Lung Tau. As the bus would only stop at single-side bus stop, there would be an additional seven to ten minutes of journey time which would not have much impact on the route with one-hour headway, while more residents could be benefitted. Hence, it was requested to extend the route to pass along Tsing Lung Tau;
- (2) a bus stop was suggested to be set up at the entrance and exit of Belvedere Garden for the section from Lai Chi Road to Castle Peak Road in the supplementary service for airport bus route no. A31P to bring convenience to residents;
- (3) it was welcomed the return trips of the new bus route no. 234C;
- (4) No objection in principle was raised to the adjustment of the routeing of bus route no. 234X, but residents had reflected that its frequency was relatively low. It was hoped that there could be improvement;
- (5) it was suggested that the frequency of bus route no. 40P in the morning be increased to 10;
- (6) the demand for the bus service plying between Shek Wai Kok Estate, Cheung Shan Estate and Sha Tin was keen. It was therefore suggested that bus route no. 49X be diverted to operate via Shek Wai Kok Estate;

- (7) a new bus route no. 48P was requested to depart from Hong Kong Garden and provide whole-day service;
- (8) it was agreed to the reduction of the frequency of bus route no. 53 in lieu of enhanced service frequency for 3 minutes of bus route no. 234B. The bus route no. 53 served an important supplementary function to the residents of Sea Crest Villa Phase 4. Therefore, it was suggested that the routing of bus route no. 53 be extended to Tsing Lung Tau roundabouts while the existing service frequency be maintained to increase the patronage and use resources effectively;
- (9) to cater for the need of the residents in Sham Tseng and Tsing Lung Tau to travel to East Kowloon, reference should be made to route no. 261B by operating route no. 261C at peak hours departing from Sam Shing to Kowloon Bay and Kwun Tong via Sham Tseng, Tuen Mun Road Ting Kau and Lung Cheung Road. The resources could be re-deployed from route no. 52X at peak hours;
- (10) the provision of bus route no. 962E plying between Avignon and Quarry Bay was supported. If there was sufficient patronage, it was hoped that the frequency of service could be increased to cater for the needs of patrons going to work at different time periods in the morning;
- (11) the increase of return trips of bus route no. 934A was welcomed. It was suggested that the service time of the route to 7:30 a.m. advance to align with the return trips of bus route no. 934;
- (12) disappointment was expressed over the programme that the service frequency of express departures for route no. 39A at peak hours could not be increased. It was because residents of Allway Gardens and Tsuen King Circuit needed a faster route to West Rail station to travel for work;
- (13) the residents of City Point objected to the proposal of reducing the service frequency of bus route no. 38A to 30-minute headway because residents needed to travel to commercial buildings in Kwai Hing for work;
- (14) there was a lack of bus service between the district to East New Territories. It was suggested providing such service; and
- (15) it was hoped that the department concerned could estimate the target implementation dates of the services in the programme more accurately to meet the expectations of the residents.

(Note: Mr TSANG Tai left the meeting at 3:30 p.m.)

13. STO(Bus/NTW) of the TD responded as follows:

- (1) she noted that Members supported the proposal of providing route no. A31P and its extension to Tsing Lung Tau. The TD would further study the proposal with the bus company. In considering route extension, there was a need to review the impacts on journey time and bus fares as well as suitable facilities and locations for bus stop;
- (2) if necessary, the bus company would timely adjust the service level of bus route no. 234X subject to patron's demand;

- (3) after implementation of the frequency of route no. 40P, the TD would pay close attention to patronage and review whether there was a need to increase the frequency of service;
- (4) she noted the demand of bus service in Hong Kong Garden and the vicinity of Tsing Lung Tau, the TD would study with the bus company the feasibility of revising the routeings of bus route no. 48P and no. A31P;
- (5) the departure time of bus route no. 934A was only a preliminary suggestion, they would further study the views of Members with the bus company;
- (6) as the patronage of bus route no. 38A at the busiest hour was approximately 50% only, and the patronage was less than 20% during non-peak hours, the TD suggested that resources be deployed to provide route no. 48A; and
- (7) it was noted that Members supported the provision of return trip services of bus route no. 234C.

14. SM(P&D) of the KMB responded as follows:

- (1) the journey time of route no. 934A was around an hour. He considered that the proposed new departure at 8:10 a.m. could still meet the need of the residents going to work. The KMB would study Members' proposal of advancing the departure to 7:30 a.m. As it was a new departure, there was greater flexibility in adjusting the frequency;
- (2) the revision of the return trip routeing of route no. 234X could provide patrons with an option to travel directly to Cheung Sha Wan and Sham Shui Po from Tsim Sha Tsui Star Ferry Pier in the hope of increasing service level and improving patronage;
- (3) the KMB would first observe the changes of patronage after increasing the service frequency of route no. 40P, and review the need for further increase in the frequency of service in accordance with the relevant guidelines of the TD;
- (4) as regards the proposal of increasing the express departures for route no. 39A during peak hours, the KMB would carefully study the impacts on the original primary route;
- (5) residents had moved into City Point for some time, but there was no marked improvement of the patronage of bus route no. 38A. In this regard, the bus service to Sha Tin might better cater for the need of residents, therefore there was a proposal for resources re-deployment for trial implementation; and
- (6) he noted Members' proposal of providing whole-day service for route no. 48P.

15. PSOI (A&P) of the Long Win responded that he had noted that Members in general support of providing route no. A31P. As regards the proposal of extending the routeing to Tsing Lung Tau, it was preliminarily estimated that the journey time would increase by around 10 minutes, but the proposed service frequency set out in the programme could hardly be maintained due to resource constraints. The Long Win noted the proposals of Members and would carry out further study.

16. The views of Mr CHAN Yuen-sum, Sumly, Mr CHOW Ping-tim, Mr CHENG Chit-pun, Mr TAM Hoi-pong and Mr CHAN Sung-ip were summarised as follows:

- (1) dissatisfaction was expressed that old-model buses were used for the bus service for Lei Muk Shue Estate and there were frequent lost trips. This affected service quality;
- (2) it was agreed that bus route no. 48P should be departed from Hong Kong Garden, and provide whole-day service;
- (3) the proposal of bus route no. A31P plying through Tsing Lung Tau was supported. Meanwhile, the bus company was requested not to increase fares because of extension of routeing;
- (4) the return trip routeing of bus no. 936 and routeing of bus route no. 36A were requested to be refined;
- (5) it was opined that there was a lack of airport bus service in Lei Muk Shue Estate;
- (6) the provision of route no. 48A was supported. It was suggested that service be provided on holidays at 11:30 a.m. and 6:30 p.m. respectively. Meanwhile, it was opined that the re-deployment of resources from route no. 38A would affect the patrons;
- (7) there were a large number of passengers along China Hong Kong City and Nathan Road, but the frequency of bus route no. 238X had long been insufficient. Disagreement was raised to the reduction of the number of buses plying the route;
- (8) no objection was raised to the extension of service time of route no. 930X, but there was no bus service to Wanchai from Riviera Gardens during holidays. It was suggested that service should be provided from Monday to Sunday;
- (9) adjustment of the routeing of bus route no. A31 was supported;
- (10) disappointment was expressed over the lack of midnight bus routes in the programme;
- (11) it was suggested that route no. A31P ply through housing estates along Castle Peak Road during non-peak hours on trial, including Lido Garden, Sea Crest Villa and Hong Kong Garden for review of patronage. If the patronage was satisfactory, consideration could be given to whole-day service of route no. A31P plying through housing estates along Castle Peak Road;
- (12) the new route no. 48P was welcomed. It was suggested that route no. 48P depart from Hong Kong Garden on the condition that there was no fare increase;
- (13) the increase in frequency of bus route no. 234B was supported. It was suggested to conduct a trial run during non-peak hours in the morning and afternoon to extend the routeing to pass via Tsing Lung Tau roundabout so as to cater for the needs of residents of Tsing Lung Tau and Sea Crest Villa Phase 4;
- (14) objection was raised to the reduction of frequency of bus route no. 53; and
- (15) the major means of transport in Ma Wan was resident bus, and bus route no. Y41 provided the only public bus service. It was therefore requested that

bus route no. Y41 provide services to Tsuen Wan or Tsing Yi on Sundays to facilitate tourists to go sightseeing in Ma Wan.

17. STO(Bus/NTW) of the TD responded as follows:
  - (1) she noted the views raised by Members on route no. 936, route no. 36A, route no. 48P, route no. 53 and route no. 930X;
  - (2) it was suggested in the proposal that Octopus interchange concession be provided for all A routes of Long Win and solely-operated routes of KMB, and the fare concession for adults should be \$6 or equivalent to the regular fares of the KMB trip, whichever was the lower. When residents of Lei Muk Shue Estate took route no. 36M and interchanged to the new bus route no. A32, they could enjoy interchange concession, thereby reducing the fares of patrons;
  - (3) the TD would study with the bus company the routeings of route no. 48P and route no. A31P proposed by Members;
  - (4) as the patronage of bus route no. 38A in non-peak hours was less than 20%, it was suggested to adjust the frequency of service so as to better utilise resources;
  - (5) as the patronage of route no. 238S was only 27%, it was suggested that the route be cancelled and the resources would be deployed to operate route no. 238P in the light of the demand of patrons;
  - (6) there were a number of resident bus routes and ferry services in Ma Wan for provision of public transport service to residents; and
  - (7) the TD would study with the bus company the feasibility of strengthening bus service along Tsing Lung Tau.
  
18. SM(P&D) of the KMB responded as follows:
  - (1) the KMB agreed to improve the service level of route no. 936 and route no. 36A and would study the improvement proposals;
  - (2) resources from the cancelled route no. 238S would be deployed to route no. 238P;
  - (3) midnight bus routes had been provided since the year before. The KMB would study the demand of the service in other areas;
  - (4) route no. Y41 only provided temporary emergency support service. If the service was provided in weekdays, the KMB would need to discuss the feasibility with the TD; and
  - (5) if the routeing of bus route no. 234B was extended to Tsing Lung Tau roundabout, then the route could not pass via Hong Kong Garden; otherwise the routeing would be further extended and further study would be required.
  
19. The views of the Hon CHAN Han-pan, Ben, the Vice Chairman, Mr LI Hung-por and Mr MA Ting-hei were summarised as follows:
  - (1) the TD was requested to give further explanations of the changes to route no. 930 and no. 930X;

- (2) the residents of Tsing Lung Tau reflected that they hoped the routeing of bus route no. A31P could be extended to Tsing Lung Tau;
- (3) the department concerned was requested to review the bus route between Yeung Uk Road and Tsing Yi MTR Station;
- (4) the public consultation on bus franchises was over on 18 April. It was hoped that the department concerned could listen to the public views;
- (5) there were nine departures for route no. 40P, but there were only four return trips, further increase of return trips was requested;
- (6) it was suggested to extend the bus route no. 36A to East Kowloon, Yau Tong, Kowloon Tong and Tseung Kwan O;
- (7) one more departure for bus route no. 36X was requested;
- (8) bus route no. N36 currently operated to 1:55 a.m. only and it was hoped that the service could be extended to 4:30 a.m. to cater for the need of the public;
- (9) it was requested that the buses serving Lei Muk Shue Estate be changed to low-deck buses and a bus route between Lei Muk Shue Estate and the airport be provided;
- (10) it was suggested that the KMB better utilise Tuen Mun Road Bus Interchange;
- (11) increase in the frequency of bus route no. 934A was supported, but the departure time could be negotiated;
- (12) extension of the service hours of route no. 930X and the provision of daily service supported. But it was unclear why there were six buses for morning peaks but 11 buses for evening peaks, and whether it meant morning departures were less than evening departures;
- (13) the KMB suggested extending the service hours of bus route no. 930X, but bus route no. 930 would be changed to depart from Tsuen Wan West station without plying through Tsuen King Circuit. It was therefore hoped that the KMB could assess the impacts of such changes on the residents in Tsuen King Circuit and minimise the impacts as far as possible; and
- (14) regret was expressed over the absence of restructuring bus route no. 930X in the programme. It was requested that the problem of lost trips of bus route no. 930X be solved.

20. STO(Bus/NTW) of the TD responded as follows:

- (1) route no. 930X originally provided services during the peak hours from Monday to Friday. The current proposal was to extend its service hours and the service would be provided daily. In addition, as its routeing in Tsuen Wan district was farther away from the city centre when compared with that of route no. 930, and traffic congestion along Convention Avenue in Wanchai was increasingly serious, it was suggested that the trips to Wanchai direction would be changed to pass via Harbour Road and Tonnochy Road, while both departure and return trips would change to pass via Sha Tsui Road and Luen Yan Street;
- (2) during the service hours of route no. 930X, the terminus of route no. 930 would be changed to Tsuen Wan West Station. The service hours for

departures from Tsuen Wan would be changed to start from 6:00 a.m. to 00:25 a.m. daily in order to vacate more seats for passengers in Tai Wo Hau, Kwai Hing and Kwai Fong to Hong Kong Island;

- (3) she noted Members' proposal on route no. A31P. The TD would study the feasibility of enhancing the route with the bus company;
  - (4) the TD from time to time would review the infrastructure, changes to the population and passengers' demand in the district. She noted Members' proposal on the bus route between Yeung Uk Road and Tsing Yi Station;
  - (5) the TD would closely monitor the passengers' need after the increase in frequency of bus route no. 40P, and would timely adjust the frequency with the bus company when necessary; and
  - (6) route no. N36 had commenced services at the end of last year. The TD and the bus company would closely monitor passengers' demand. In the light of the progress of bus replacement, the franchised bus company expected that all the buses in Hong Kong would be changed to low-deck buses in 2017 if the business conditions permitted.
21. Manager (Planning) of the Citybus responded as follows:
- (1) route no. 930 and no. 930X did not ply through Tsuen King Circuit currently, so the changes would not have any impact on the residents of Tsuen King Circuit;
  - (2) the reason for deploying fewer buses in the morning than in the evening for bus route no. 930X was that the journey time in the morning was less than that in the evening; and
  - (3) route no. 930X was in service for less than one year, the company kept an open mind towards the proposal of whole-day service and would actively study the proposal.
22. Planning and Support Officer (Administration and Planning) I of the Long Win responded as follows:
- (1) regarding the airport bus service in Lei Muk Shue, as stated in the response of the TD representative, the Long Win planned to provide Octopus interchange concession for all A routes of Long Win and solely-operated routes of KMB;
  - (2) the proposed routeing of bus route no. A31P would ply Castle Peak Road (Sham Tseng Section). Passengers in the vicinity of Sham Tseng Village and Bellagio could take the route directly; and
  - (3) he noted Members' views on the bus service between Tsing Lung Tau and the airport, but residents could travel to the airport through the option provided in the interchange programme.

(Note: Mr CHAN Chun-chung, Jones joined the meeting at 4:06 p.m.)

23. The views of Mr WONG Wai-kit, Mr NG Hin-lung, Norris, Mr CHOW Ping-tim, Mr WONG Man-chau and Mr CHAN Chun-chung, Jones were summarised as follows:

- (1) it was requested for one-way stopping at both directions for route no. A31P which ply Tsing Lung Tau roundabout;
- (2) route no. A31 would not route through Tai Wo Hau MTR station after re-routing. It was suggested that route no. A31 would stop at Kwan Mun Hau Street near Panda Hotel to facilitate residents in Tsuen Wan East and Wealthy Garden areas;
- (3) disappointment was expressed over the failure in standardising the sectional fares for the same routeing in the programme. Since the KMB standardised the sectional fares for bus route no. 30X and 39M, residents opined that it was unfair as there was no fare standardisation for other routes. It was therefore requested for standardising the sectional fares for bus route no. 48X and no. 34M;
- (4) it was hoped that the TD allowed buses to ply Tsuen Wan West Station via Tai Chung Road roundabout to facilitate the connection to Belvedere Garden and Tsuen Wan West Station;
- (5) the target implementation date for extending the routeing of bus route no. 40 in the programme the year before was the fourth quarter of the previous year, but there was no progress as of the present day. The department concerned could discuss with Members if it had any difficulty;
- (6) franchised bus companies should acquire new vehicles having regard to passengers' need;
- (7) it was extremely inconvenient for passengers to carry their luggage to change bus to the airport. The residents in Tsing Lung Tau and Sham Tseng had a keen demand for airport bus;
- (8) increase in the return trips of bus route no. 234C was supported, but the routeing was too long for Sham Tseng residents. It was suggested that route no. 261C be provided to depart from Sam Shing to Kowloon Bay and Kwun Tong via Sham Tseng, Tuen Mun Road Ting Kau Bridge and Leung Cheung Road, and resources could be deployed from the resources for the peak hours of route no. 52X;
- (9) it was clarified that the Member only suggested extending route no. 53 and no. 234B to Tsing Lung Tau roundabout, rather than extending to Hong Kong Garden;
- (10) residents would rather waiting for half an hour for taking bus route no. 53 rather than taking bus route no. 52X because the section fare for bus route no. 53 was lower. If section fare could be provided for bus route no. 52X for the return trip for the section from Tuen Mun to Sham Tseng, Sham Tseng residents would have lower demand for bus route no. 53;
- (11) objection was raised to deploying resources from route no. 38A to provide route no. 48A;
- (12) objection was raised to reducing the number of vehicles operating for route no. 238X;
- (13) it was suggested that interchange concession be provided for route no. 290 at Tai Ho Road stop for interchange to route no. 238M;
- (14) the TD was requested to confirm that bus route no. 930X would provide service from Monday to Sunday;

- (15) the TD and the bus company were requested to increase interchange concession and provide sectional fares with the use of technology;
  - (16) it was requested to provide a midnight circular route connecting Belvedere Garden, Riviera Gardens and Tsuen Wan town centre. The proposed routeing would be from Belvedere Garden to Tsuen Wan Road via Tai Chung Road roundabout, and to Wing Tak Street from Texaco Road roundabout, then turning to Wing Shun Street to Ma Tau Pa Road, entering Clague Gardens Estate from Yeung Uk Road, and then going to Tai Chung Road. It was suggested that single-deck bus be used for the route;
  - (17) as indicated in the paper that single-deck bus would be used for operating route no. 53 and no. 234B only. It was enquired whether the TD had ceased using single-deck bus recently;
  - (18) it was hoped that the morning service hours for route no. 934A could be advanced to meet the need of the public to go to work;
  - (19) the Member expressed for the proposal of route no. 930X was supported. It was suggested advancing the implementation date to the second quarter in 2016 to cater for passengers' need;
  - (20) there was no bus service between Tsuen King Circuit and Kowloon East, therefore a request for such route was made;
  - (21) the proposal for route no. 48P in the programme was supported. It was suggested that the route pass through Shek Wai Kok Estate; and
  - (22) the residents of Shek Wai Kok Estate and Cheung Shan Estate were required to interchange bus service to go to Sha Tin town centre, therefore it was hoped that a bus route could pass through Shek Wai Kok during morning peaks for direct access to Sha Tin Station.
24. STO(Bus/NTW) of the TD responded as follows:
- (1) the bus company would set up a stop for bus route no. A31 at Kwan Mun Hau Street according to the proposal;
  - (2) the TD had all along encouraged bus companies to provide concessions such as sectional fares subject to the operating and financial conditions, so as to reduce the expenses of members of the public on public transport;
  - (3) to tie in with the proposal of extending the routeing of bus route no. 40 to Hoi On Road, extension works were required to be carried out at the bus stop at Hoi On Road near Belvedere Garden Phase 3. The consultation paper on the routeing issued the year before had clearly indicated that the extension of the bus bay would involve the relocation of trees and other underground facilities and re-routeing, and the proposal could only be taken forward after the successful completion of the said works;
  - (4) bus companies must carefully study the acquisition of new vehicles as such acquisition would imply that bus companies were required to increase the number of drivers and repair technicians as well as ancillary facilities for vehicle parking and repair. This would increase the operating costs of bus companies and exert pressure on fare increase, bringing about negative impacts on passengers;

- (5) she noted the keen demand of Tsuen Wan residents for bus service to East Kowloon. The TD would study with the bus company how to strengthen the service to cater for local needs;
- (6) she noted Members' views on routes no. 48P, no. 238X and no. 238S;
- (7) in this year's programme, it was suggested that bus route no. 930X would provide service from Monday to Sunday, with morning departures from Tsuen Wan and evening return trips from Wanchai. However, its service hours from Monday to Friday were different from the service hours on Saturday, Sunday and public holidays;
- (8) bus companies would decide whether single-deck buses be used in the light of the route nature and passengers' demand;
- (9) the TD would study with the bus company the departure time for route no. 934A to meet passengers' demand. It was believed that there could be greater flexibility in the new route; and
- (10) she noted that Members were generally supportive of the proposal for route no. 930X, and hoped that there could be early implementation. The TD would consult the DC concerned and review with the bus company whether there were resources to support the proposal.

25. The views of Mr CHENG Chit-pun, Mr TAM Hoi-pong, Mr CHAN Sung-ip, Ms LAM, Lam Nixie, Ms LAM Yuen-pun, Phyllis and the Hon CHAN Han-pan, Ben were summarised as follows:

- (1) it was pleased to know that route no. A31P would pass through Sham Tseng Village and Bellagio;
- (2) it was opined that it was not appropriate for Tsing Lung Tau residents to change bus to travel to the airport as it was meaningless to introduce a new route. It was suggested route no. A31P operate via Tsing Lung Tau on trial during non-peak hours;
- (3) as a majority of patrons for route no. 53 would get off en route and sectional fares were paid by cash, it was suggested that sectional fares for both directions were paid with the use of octopus to increase patronage;
- (4) the TD needed to communicate with the residents of Hong Kong Garden to understand their needs. It was believed that the bus company would have greater incentives to strengthen the bus service in the district if the TD approved the setting up of a bus stop at Hong Kong Garden;
- (5) the department concerned was requested to provide public transport services to the elderly in Ma Wan so that they could enjoy \$2 concessionary fare for the elderly. The land lease of Ma Wan provided that Sun Hung Kai Properties Limited (SHKP), the developer, was responsible for the transportation in Ma Wan. As the KMB was a company under the SHKP, the KMB should be allowed to provide public bus service in Ma Wan;
- (6) it was enquired why route no. A31P was terminated at Discovery Park rather than Belvedere Garden. It was opined that the journey could be shortened if the terminus was located at Belvedere Garden;
- (7) as Hong Kong Garden was close to Tuen Mun Road, it was suggested that route no. 52X operate in the opposite direction to Tuen Mun Road Bus-Bus

- Interchange (BBI) for residents to change to airport bus routes departing from Tuen Mun and provide them with more choices;
- (8) since route no. 32B and no. 36 were merged, residents in Shek Wai Kok and Sam Tung Uk Village area had relied on bus route no. 43X to travel to Tsuen Wan town centre, but the frequency of bus route no. 43X was unstable and a request was made for service improvement;
  - (9) it was requested that bus route no. 234B should be extended to Tsing Lung Tau roundabout;
  - (10) objection was raised to reducing the frequency of bus route no. 53 with headway at an interval of 45 minutes. It was suggested reducing the routeing to Tuen Mun Road BBI;
  - (11) a number of commercial buildings in Kwai Chung would be completed and many residents in the vicinity of Riviera area would go there for work. This would increase the demand for route no. 38A. It was therefore hoped that the department concerned could make long-term consideration and the provision of route no. 48A did not necessarily require the deployment of resources from route no. 38A;
  - (12) it was requested that the section fare for the same routeing should be standardised in a fair manner;
  - (13) It was hoped that the target dates in the programme could be more accurate;
  - (14) since October 2014, the frequency of route no. 51 had been reduced to one-hour headway, which was very low, but only this route could operate via Route Twisk. It was therefore suggested that the bus company increase the frequency to a 30-minute headway;
  - (15) the current service hours of route no. N39 was from 1:00 a.m. to 2:00 a.m. at a 30-minute headway. The residents hoped that the frequency could be increased to a 20-minute headway;
  - (16) it was suggested that express departures for route no. 39A be provided more frequently at peak hours;
  - (17) currently resident bus no. 312R departed from Allway Gardens to Kwun Tong but the problem of lost trips was serious. It was therefore hoped that the TD increase the bus service between Allway Gardens and East Kowloon for service improvement through competition;
  - (18) it was requested to advance the service hours of route no. 934A to 7:30 a.m.;
  - (19) the objective of introducing changes to routes no. 930 and no. 930X did not aim at cancelling route no. 930A;
  - (20) route no. 251M previously headed for Tsing Yi Station via Yeung Uk Road but changed to not ply through Yeung Uk Road later. Currently, the bus frequency was reduced by one. It was worried that route no. 251M would be phased out;
  - (21) there was only one morning departure for route no. 238S. Passengers might prefer not taking the route, in particular when the route was first introduced, while its frequency was not determined according to the views of the DC;

- (22) it was requested providing a return trip from China Ferry Terminal via Yeung Uk Road, so that residents of Yeung Uk Road did not need to walk past the industrial area in darkness to go home; and
  - (23) there was a lack of bus route from Yeung Uk Road to Tsing Yi MTR Station. This was not in line with the TD's policy to use railways as the backbone.
26. STO(Bus/NTW) of the TD responded as follows:
- (1) she noted Members' views on the bus service for Tsing Lung Tau;
  - (2) if two-way sectional fare was adopted, short-haul passengers would take long-haul routes. This would not only increase the journey time for long-haul bus routes, but also make the long-haul passengers difficult to get on bus. Eventually the bus company would have to arrange more buses to operate the service in order to meet the additional demand from short-haul passengers. The mismatch of resources would eventually result in an increase in the operating costs of the bus company, thereby increasing the pressure for fare increase. In addition, the adoption of two-way section fare required an update of the Octopus system. Passengers would need to tap their Octopus cards when they got on and off the bus, resulting in an increase in bus stopping time and the overall journey time, which would worsen the traffic congestion problem on busy roads. In view of the said reasons, the TD did not support the proposal;
  - (3) the public transport services in Ma Wan mainly relied on resident bus and ferry services;
  - (4) Members might wish to provide detailed information on the frequency of route no. 43X for follow-up;
  - (5) she noted Members' views on route no. 53, no. 38A and no. 934A;
  - (6) she noted Members' views on the implementation dates of bus routes. The TD would implement the proposals according to the implementation dates in the programme;
  - (7) the TD would continue to monitor the passengers' demand for routes no. 51 and N39, and would adjust the frequency timely in the light of actual passengers' demand and resources;
  - (8) in considering the provision of a new bus route, the TD would need to consider the availability of public transport services, passengers' demand, the estimated patronage of the new route and the traffic load resulting therefrom as well as utilisation of resources as a whole, therefore the TD encouraged the public to use existing services or interchange services as far as possible to utilise resources and raise public transport efficiency;
  - (9) she noted Members' request for strengthening the public transport service from Yeung Uk Road to Tsing Yi MTR Station; and
  - (10) the TD would review bus services and adjust the frequencies on a yearly basis in accordance with the Guidelines on Service Improvement and Reduction in Bus Route Development Programmes.

27. The Chairman said that the Task Force on Public Transport Network would continue to follow up the said proposal. Furthermore, he hoped that the department concerned would consider the demand of the residents of Tsing Lung Tau and Hong Kong Garden for bus service, and utilise Tuen Mun Road BBI.

28. Mr CHOW Ping-tim said that being the Convenor of the Task Force, he requested the TD to attach importance to the views of the T&TC and the Task Force.

29. The Chairman said that with the efforts of the T&TC of the previous term, improvements were shown in the bus development plan for this year. He hoped that the TD would continue to work with the T&TC and respect the views of the DC.

IV Item 3: Request to Install the Push-button Traffic Light for the Zebra Crossing at Kwok Shui Road near Primrose Hill

(T&TC Paper No. 3/2016)

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

31. Engr/TW2 of the TD responded that the TD's staff had conducted site visits to Kwok Shui Road in the morning and evening peaks and carried out surveys on road traffic flow. The results showed that the people and vehicular flow there were not high, the zebra crossing functioned properly, and motorists had a clear vision at the front, therefore the TD had no plan for turning the zebra crossing into a pedestrian crossing with push-button traffic light. According to the Road Users' Code, when approaching a zebra crossing, motorists should look out for pedestrians waiting to cross and slow down to let them cross. If any pedestrian had stepped onto a crossing, motorists should stop and give way to let them cross. Otherwise, motorists had breached the Road Traffic (Traffic Control) Regulations. In this connection, the TD had urged the Police to pay more attention and take follow-up action over the inappropriate driving attitude of motorists approaching a zebra crossing. To further enhance road safety, the TD suggested providing additional "Pedestrian crossing ahead" traffic sign and "slow" road marking at suitable locations at the front of the two ends of the zebra crossing to remind motorists to pay attention to pedestrians crossing the street, reduce driving speed and drive carefully. The TD would pay close attention to the increase in people and vehicular flow brought about by new housing estates, and would keep contact with DC Members and local community and arrange suitable traffic control measures when necessary.

(Note: Mr LI Hung-por left the meeting at 4:55 p.m.)

32. The views and enquiries of the Vice Chairman, the Hon CHAN Han-pan, Ben, Mr WONG Man-chau and Ms LAM, Lam Nixie were summarised as follows:

- (1) currently only a minority of Hong Kong people use zebra crossings correctly. No police efforts in this area would be required;
- (2) the users of the zebra crossing were mostly the residents of Ham Tin Village, Fu Uk Village, Yau Ma Hom Resite Village and the new housing

estates. It was not clear why the TD said the passenger flow of the zebra crossing was not high;

- (3) the TD had not provided comprehensive traffic facilities for the new population at Kwok Tsui Road. The pavement there was narrow and uneven, and members of the public also needed to use staircases to reach MTR station. It was opined that the TD was required to improve traffic facilities to cater for the population growth, including turning the zebra crossing into a crossing with push-button traffic light. The TD was requested to provide reasonable explanation;
- (4) it was opined that the TD's consideration of passenger flow was out-of-date. Although the passenger flow was not high, many elderly people and children would use the crossing, and a lot of trucks would drive past, which posed great danger to them. The TD should take into account the actual circumstances, such as local demand and population structure; and
- (5) it was enquired whether passenger flow was a necessary condition for providing push-button traffic light. The TD was requested to explain the considerations for providing push-button traffic light.

33. Engr/TW2 of the TD responded that the TD had been closely monitoring the traffic situation at Kwok Tsui Road. To address the problem of illegal parking on the pavement at Kwok Tsui Road, the TD recently suggested the erection of railings to improve the situation. The TD would also provide additional "Pedestrian crossing ahead" traffic sign and "slow" road marking at the front of the two ends of the zebra crossing to remind motorists to reduce speed and drive carefully. The TD would consider different factors, such as people and vehicular flow, the environment nearby, whether motorists had a clear vision at the front, whether the place was close to road junction, as well as traffic accident statistics, in order to arrange suitable pedestrian crossing facilities.

34. The views of Mr KOO Yeung-pong, Mr MAN Yu-ming and the Vice Chairman were summarised as follows:

- (1) the zebra crossing at Kwan Mun Hau Tsuen was changed to push-button traffic light before. After residents moved into Primrose Hill, the increase in vehicular flow was higher than that for Kwan Mun Hau Tsuen, and many trucks drove past. For the sake of safety, it was considered necessary to turn the zebra crossing into push-button traffic light;
- (2) it was enquired whether the TD did not consider the said proposal due to resource constraints;
- (3) it was opined that whether pedestrians complied with traffic rules when using crossing facilities was not a consideration, and that the TD should provide suitable facilities for public use;
- (4) the TD failed to keep abreast of social development in the replacement of traffic facilities. It was hoped that the TD would change its bureaucratic style to tie in with community development;

- (5) the PD was asked whether Kwok Tsui Road was still a supplementary route. If Kwok Tsui Road was zoned major route, what the changes in specifications would be; and
- (6) heavy vehicle drivers did not have sufficient time to stop the vehicle. It was suggested merging Ting Fung Street crossing and Kwok Tsui Road crossing and installing push-button traffic light.

35. In response to the Chairman's enquiry, Town Plnr/Tsuen Wan 1 of the PD said that there was no relevant information on hand for the time being. The Chairman asked the PD to provide supplementary information after the meeting.

36. Engr/TW2 of the TD responded that there was higher vehicular flow at the section of Kwok Tsui Road near Kwan Mun Hau Tsuen connecting Texaco Road and Castle Peak Road. The TD would consider various factors in providing suitable traffic facilities at different locations, which could not be generalised. The TD would closely monitor the impacts of the new housing estates on passenger and vehicular flow, maintain communication with the local community and arrange suitable traffic control measures when necessary. Furthermore, similar to other roads, Kwok Tsui Road mainly served the public from residential buildings and industrial areas, there would not be special changes to the specifications. As regards the proposal of merging the crossings, the TD would require careful study as the proposal might affect original users.

37. Mr CHAN Yuen-sum, Sumly expressed his dissatisfaction with the use of passenger flow and vehicular flow as the indicators for providing push-button traffic light. He reiterated that a lot of heavy vehicles would use that road, and a number of traffic accidents had taken place before. He hoped that the TD would give due consideration to the proposal in the light of the actual circumstances and need. The residents there had to cross the road to take public transport. If the TD did not provide push-button traffic light, residents were forced to cross the road without traffic lights which would pose great danger.

38. The Chairman opined that the Police could not be requested to station at Kwok Tsui Road for a long time as that place was not a traffic black spot. He added that there were cases of turning zebra crossings in Tsuen Wan town centre into push-button traffic light. He hoped that the TD could duly consider the proposal in the light of community development, rather than taking remedial action after accidents.

(Post-meeting note: After the meeting, the PD indicated that changes to the specifications of Kwok Tsui Road should be based on the latest information from the TD and/or the HyD, the PD had no information/record in this regard.)

V Item 4: Request to Improve the Design of the Exit Route at Belvedere Garden of Castle Peak Road (Tsuen Wan) so as to Improve the Long-lasting Traffic Congestion Problem of this Road Section

(T&TC Paper No. 4/2016)

39. Mr WONG Wai-kit and Ms LAM, Lam Nixie introduced the paper.

40. Engr/TW1 of the TD responded that the TD had conducted an on-site traffic flow survey in February and monitored the traffic situation on the spot on 4 March 2016. It was found that at the morning peak from 7:30 a.m. to 8:30 a.m., there was congestion at the roundabout turning into Hoi Hing Road. On the basis of their observation, a majority of the vehicles at the roundabout were coming from the exit of Belvedere Garden, but these vehicles should give way to the traffic from Hoi On Road to Hoi Hing Road, resulting in the congestion at the exit of Belvedere Garden. In this connection, he would work with the traffic signal control team of the TD to review the existing signals and make adjustment to allow the vehicles from Belvedere Garden to have more space to turn into the roundabout. The TD would first implement the short-term measure to assess its effectiveness. Regarding the long-term solution, the TD had conducted preliminary study on the proposal of adding “give way” line, and considered that the carriageway for turning into Ting Kau from Belvedere Garden might be blocked. In addition, turning the carriageway at the exit of Belvedere Garden into two-lane carriageway might be subject to physical constraints in which major works would be involved. The TD needed to have a thorough study on the feasibility of the proposal. Furthermore, the TD would review the traffic lights along Bayview Garden area.

41. The views and enquiries of Mr WONG Wai-kit and Mr MA Ting-hei were summarised as follows:

- (1) the said short-term proposal could not solve the existing traffic problem. It was hoped that the TD could study a long-term solution as soon as possible; and
- (2) the TD was requested to fully consult the residents nearby before the implementation of the works and provide timetable and proposed preliminary design.

42. In conclusion, the Chairman hoped that the TD could implement short-term and long-term improvement measures as soon as possible and maintain communication with the DC Members of the Constituency.

VI Item 5: Request to Increase the Number of Sectional Fares for the Bus Routes To and From Lei Muk Shue Estate

(T&TC Paper No. 5/2016)

43. Vice Chairman introduced the paper.

44. The Chairman said that a written reply of the KMB was received by the Secretariat prior to the meeting and was distributed for Members’ perusal on 29 February 2016.

45. Sr Transp Offr/Tsuen Wan of the TD responded that the Government had been encouraging public transport operators, including franchised bus companies, to introduce fare reduction or concession as far as possible to help reduce passengers' travel expenses, taking into account their respective operating conditions and overall economic environment. In accordance with the spirit of free economy development, it was the commercial decision of individual public transport operators. The TD would continue to encourage franchised bus companies to introduce more concessionary interchange schemes having regard to their operating conditions to offer more service choices to passengers to travel to their destinations at concessionary fares, reduce the provision of point-to-point bus routes to alleviate traffic congestion, improve the environment, as well as enhance the utilisation rate of bus resources.

46. The views and enquiries of Mr TAM Hoi-pong, Mr NG Hin-lung, Norris, Mr CHAN Yuen-sum, Sumly, Mr MAN Yu-ming and the Hon CHAN Han-pan, Ben were summarised as follows:

- (1) the proposal set out in the paper was supported. After the merging of route no. 36 and route no. 32B, route no. 36 was always full. The reduction of the sectional fares of route no. 48X, no. 278X and no. 73X from Wo Yi Hop Road bus stop at Lei Muk Shue Estate (Tsuen Wan bound) to the same level as the fare for route no. 36. This could alleviate the service demand for route no. 36;
- (2) when members of the public requested the increase in frequency of service, bus companies would always indicate that they faced resource constraints and needed to allocate resources according to patronage, but sometimes the imbalance of patronage of some bus routes was resulted from bus fares. it was therefore hoped that bus companies could explain the considerations for resource allocation;
- (3) it was opined that sectional fares should also be introduced for Shatin bus routes passing Lei Muk Shue, but bus companies made excuses such as system issue to maximise their profits;
- (4) as the passengers had reflected that they had difficulty in taking route no. 36, route no. 36A and route no. 36M due to lost trips or service frequency, it was unclear why bus companies did not standardise the sectional fares for the same routing in order to solve the problem. It was queried whether bus companies had forced passengers to take bus routes with higher fares. It was hoped that the TD could urge bus companies to put the above proposal into implementation;
- (5) sectional fares had also been provided for green minibus (GMB);
- (6) transportation costs accounted for a certain ratio of the daily expenses of the grassroots. The introduction of sectional fares could alleviate the burden of members of the public which was a matter of great urgency; and
- (7) it was suggested the T&TC write to the TD to request the TD to include service conditions in approving the franchises of bus companies which required bus companies to provide sectional fares.

47. Sr Transp Offr/Tsuen Wan of the TD reiterated that the Government had been encouraging franchised bus companies to introduce fare reduction or concession including sectional fares as far as possible, taking into account their operating conditions and overall economic environment. The TD would continue to encourage franchised bus companies to introduce more concessions having regard to their operating conditions.

48. The Chairman expressed dissatisfaction with the response of the TD. He opined that the response failed to address the questions of Members precisely. He said that GMB was also under the management of the TD, and requested the TD to explain why there were sectional fares for GMB but there was no such arrangement for buses.

49. Sr Transp Offr/Tsuen Wan of the TD responded that the sectional fares for GMB were provided by the operators voluntarily.

50. The views and enquiries of Mr WONG Wai-kit, the Vice Chairman, Ms LAM Yuen-pun, Phyllis, Ms LAM, Lam, Nixie, and Mr KOO Yeung-pong were summarised as follows:

- (1) the existing problem was “not shortage of resources but uneven distribution”. There were standardised sectional fares for some bus routes but no for others, which was unfair;
- (2) the KMB was requested to respond the effectiveness of the pilot scheme for flat sectional fares for route no. 30X and route no. 39M and provide statistics;
- (3) it was suggested to make reference to the light rail fares through fare collection at the bus stop to collect fares by fare zones;
- (4) it was opined that according to the response of the TD’s representative, Members’ views on the unfair practice were neglected;
- (5) dissatisfaction was expressed with the response of the TD’s representative to agenda item 2 that sectional fare might increase the pressure of fare increases by bus companies;
- (6) the KMB’s survey revealed that the patronage of route no. 39M was the highest in Tsuen Wan, while the provision of sectional fares for route no. 30X from Fu Wah Street to Allway Gardens had served diversion function. It was therefore reasonable to accord priority to implement a pilot scheme for the route. It was hoped that this practice could be introduced to other routes; and
- (7) the TD and bus companies were responsible for easing passenger flow. Flat sectional fare for the same routeing could reduce the waiting time of passengers for buses of lower fares.

51. AM(P&D) of the KMB responded that as a commercial operator, the KMB would set the fares taking into account the whole bus network. The reason for the KMB to choose route no. 30X to carry out the pilot scheme was that the company had observed the changes to the public transport market in Tsuen Wan and tested market response through the pilot scheme. Currently, sectional fares were provided at 70%

bus routes of the KMB, including bus route no. 48X, no. 278X and no. 73X mentioned in the paper, in which sectional fares were provided from Shing Mun Tunnel. She understood that Members would like to have sectional fares for other road sections in Tsuen Wan district to maximise benefits for residents. But as a company operating more than 400 bus routes, the KMB needed to take into consideration the whole bus network. In addition, the franchise of the KMB would expire in 2017. In applying for renewal, the KMB would also receive the requests of the TD for fare concession and service improvement. She would submit the Members' views to the company for consideration.

52. The views and enquiries of Mr WONG Man-chau, Mr CHAN Chun-chung, Jones and Mr NG Hin-lung, Norris were summarised as follows:

- (1) when compared with interchange concession, the KMB was more cautious in providing sectional fares. Alike interchange concession, the implementation of sectional fares would result in fair resource allocation. It was therefore wished to know how the KMB chose between interchange concession and sectional fares;
- (2) it was opined that sectional fare could be provided for the said route, which could ease the passenger flow of route no. 36. If there was any difficulty in implementation, it could consider implementing sectional fare at certain time periods; and
- (3) the Government had the power of policy making, and the franchise of the KMB was about to expire. It was suggested that the department concerned make policy coordination to solve the problem.

53. AM(P&D) of the KMB responded that interchange concession and sectional fare were different. In deciding on the launch or operating a route, the KMB would need to review passengers' demand. The reason for introducing interchange scheme was to provide more choices to passengers when the patronage at a certain place was insufficient to operate a direct bus route. Regarding the views on achieving diversion through price reduction, she pointed out that after fare reduction, the sectional fares for long-haul routes would affect the patronage of short-haul bus routes, and the frequency of some short-haul routes might be adjusted according to the guidelines of the TD. This might have a greater impact on passengers. In respect of the pilot scheme for route no. 30X, the KMB observed that the patronage of route no. 39A was reduced, but the patronage of route no. 39A was not high. If the situation persisted, the TD would not rule out the possibility of adjusting the routes concerned.

54. The Chairman did not understand why the provision of sectional fares at the last bus stop would affect the vehicle allocation and frequency arrangement of other routes. He said that Members might follow up the said matter through the Task Force on Public Transport Network.

(Note: Mr CHAN Yuen-sum, Sumly left the meeting at 6:00 p.m.)

VII Item 6: Propose to Discuss the Problem of Illegal Road Racing in Tsuen Wan  
(T&TC Paper No. 6/2016)

55. The Chairman reported that the Hon TIEN Puk-sun, Michael and Mr CHENG Chit-pun submitted the paper and introduced Mr CHUI Wing-luen, Senior Inspector of Police, Task Force Sub-unit, Enforcement and Control Division, Traffic New Territories South (SIP (SD) (Enforcement & Control Div) (Traffic NTS)) of the HKPF, who was responsible for responding to this agenda item.

56. Mr CHENG Chit-pun introduced the paper.

57. The Chairman said that a written reply of the HKPF was received by the Secretariat prior to the meeting and was distributed for Members' perusal at the meeting.

58. SIP (SD) (Enforcement & Control Div) (Traffic NTS) of the HKPF responded as follows:

- (1) the paper set out the number of complaints and enforcement statistics of illegal road racing in Tsuen Wan for 2015, the enforcement results of illegal road racing and the locations installed with speed enforcement cameras in Sham Tseng area;
- (2) the Enforcement and Control Div of the HKPF would collect information from speed enforcement cameras and pass the information to the department concerned for enforcement by issuing penalty tickets to offenders;
- (3) the TD would be responsible for the location selection and installation of speed enforcement cameras. The Traffic Branch Headquarters of the HKPF would advise the TD on the installation of speed enforcement cameras at certain speeding black spots or traffic accident black spots;
- (4) there were two speed enforcement cameras on Castle Peak Road, including Hoi On Road southbound and northbound, and the remaining eight speed enforcement cameras were installed at Tuen Mun Road; and
- (5) the Police had conducted patrols and speed detection operations at different time periods and was aware of the presence of illegal road racers. If an illegally modified vehicle was found, the Police would institute prosecution and deliver the vehicle to a motor vehicle examination centre for inspection. The vehicle was only allowed to run on the road again after repair.

59. Engr/TW1 of the TD said that if Members proposed locations for installing speed enforcement cameras, he would forward the proposals to the relevant unit of the TD for follow-up.

60. The views and enquiries of Ms LAM, Lam Nixie, the Hon CHAN Han-pan, Ben, Mr MAN Yu-ming, Mr CHAN Chun-chung, Jones, Ms LAM Yuen-pun, Phyllis, Mr MA Ting-hei and Mr CHENG Chit-pun were summarised as follows:

- (1) vehicles participating in illegal road racing would usually increase speed from Belvedere Garden to Tsing Lung Tau, which also included red

minibuses. Many traffic accidents had occurred there. It had earlier suggested to the TD that a speed enforcement camera be installed at Sham Tseng roundabout, but the TD had turned down the proposal on the grounds that no serious traffic accident had taken place there. It was hoped that the TD could re-examine the proposal;

- (2) complaints from the residents of City Point were received that illegally modified vehicles were illegally racing on Tsuen Wan Road and caused noise nuisance. It was hoped that the department concerned could take enforcement action;
- (3) there was a shortage of speed enforcement cameras in Tsuen Wan. On the through road from Tuen Mun Road to Tsuen Wan Road, vehicles were running at very high speed, but no speed enforcement cameras were installed in that section. The Police was occasionally seen to use laser guns, but this approach could not solve the problem in the long run. It was therefore requested that speed enforcement cameras be installed there;
- (4) vehicles often jumped red light from Yeung Uk Road turning left to Luen Yan Street. It was suggested that the department concerned review whether the number of speed enforcement cameras in the district was sufficient in effectively combating illegal road racing and traffic malpractice;
- (5) there was illegal road racing at Cheung Pei Shan Road from time to time, which mostly involved motorbikes. It was hoped that the TD would install a speed enforcement camera at the section from Cheung Pei Shan Road to Shek Kong and the Police could step up enforcement;
- (6) the enforcement information provided by the Police involved a furious driving case in 2015. The driver involved was sentenced to imprisonment for 12 months, it was enquired about the details of the case;
- (7) the modified vehicles would drive past the vicinity of Allway Gardens every night and caused noise nuisance. It was suggested that the TD and the Police obtain the details from DC Members. It was also enquired whether modified vehicles were illegal;
- (8) cameras with ground sensor coils could affect anti-radar detectors. It was enquired about the feasibility of installing those cameras on Castle Peak Road;
- (9) the Police was requested to provide the enforcement statistics for 2016;
- (10) the Police had issued more than 5 400 fixed penalty tickets against speeding in respect of illegal road racing in Hong Kong for 2015, among which there were more than 2 600 cases in Tsuen Wan, accounting for nearly half of the total cases, but the motorists involved had not been disqualified for driving or sentenced for imprisonment. Reservation was therefore raised over the deterrence effect of the enforcement;
- (11) it was enquired whether the Police would set up roadblocks at Castle Peak Road (Sham Tseng Section) because there would certainly be illegal road racing every Saturdays and Sundays; and
- (12) it was enquired about the criteria for the TD to install speed enforcement cameras, and suggested installing speed enforcement cameras along Ting Kau, Sham Tseng and Tsing Lung Tau.

61. SIP (SD) (Enforcement & Control Div) (Traffic NTS) of the HKPF responded as follows:

- (1) different enforcement tools have their respective advantages with a certain degree of deterrence effect. Motorists would reduce speed when they saw speed enforcement cameras, but sudden speed reduction would also result in accidents. There was flexibility in using radar guns and digital radars in detecting speed with a high level of hidden nature;
- (2) the Police worked with the University of Hong Kong. A professor would assist the Police in court certification, and would analyse data to identify suitable locations for the use of digital radars;
- (3) currently portable radar guns could be used in Ting Kau, while digital radars could be used in six locations on Castle Peak Road, they considered that there were sufficient measures to replace speed enforcement cameras;
- (4) the fixed penalty tickets against speeding were classified into different categories, including ticket no. 2B (which meant exceeding statutory maximum speed by more than 45 km). The Police would issue a summons to the offending motorist in receipt of ticket no. 2B, and suspend the driving licence of the motorist. As the Central Traffic Prosecutions Division of the HKPF would be responsible for the work, he did not have the statistics on the disqualification from driving;
- (5) as far as he understood, cameras with ground sensor coils and speed detecting radar are two different types of technology. Both of them were used for collecting speed detection data;
- (6) as regards illegal road racing, the Police also relied on the public to provide information to assist them in timely law enforcement. He hoped that DC Members could assist in publicity. If a member of the public made a report, the Police would classify the case as traffic complaint for further follow up;
- (7) the Police had taken enforcement action in Allway Gardens in February and arrested a motorist who had been disqualified from driving. He was suspected of damaging the gate of the car park of Allway Gardens and a police car. The Police would enforce the law at different levels and bring the offenders to justice; and
- (8) he would record Members' views for reference by the Police in scheduling operations.

62. Engr/TW2 of the TD said that he would forward the locations of speed enforcement cameras proposed by Members for the follow-up action by his colleagues.

63. The Chairman asked the TD to ask for information from Members about the exact locations for the proposed installation of speed enforcement cameras after the meeting.

(Note: Ms LAM, Lam Nixie, Mr KOT Siu-yuen, Mr CHOW Ping-tim and Mr WONG Fah-man left the meeting at 6:30 p.m.)

VIII Item 7: Propose to Construct a Lift to Connect Castle Peak Road with Sea Crest Villa and Angler's Bay  
(T&TC Paper No. 7/2016)

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

65. Engr/TW2 of the TD responded that the Government had established in 2009 a set of objective and transparent scoring criteria for assessing proposals for hillside escalator links and elevator systems (the "hillside escalator links") to determine the priority for conducting preliminary technical feasibility studies for the 20 works proposals received at that time. The Government also consulted the Legislative Council (LegCo) Panel on Transport in May 2009. Upon completion of the assessment, the results were reported to the LegCo Panel on Transport in February 2010. The Government indicated at the time that preliminary technical feasibility studies for the proposals ranked top ten in the assessment would be conducted by batches, and that the remaining proposals would be followed up after the smooth implementation of the top ten proposals. Currently, the Government was following up the proposals on higher ranking under the hillside escalator links, and would review other proposals after the smooth implementation of these high-ranking proposals. He noted the said proposals of Members. After the implementation of the proposals on higher ranking, the TD would review other proposals.

66. The views and enquiries of the Vice Chairman, the Hon CHAN Han-pan, Ben, Mr WONG Wai-kit and the Chairman were summarised as follows:

- (1) the Government had conducted the review since 2009 without much progress after so many years. The TD was requested to indicate how the said lift could be provided;
- (2) there was slow progress on the follow-up action taken by the HyD on the hillside escalator links. The outstanding works had not commenced after nearly 10 years. Three escalators were said to be constructed in the recent policy address, which should take eight to ten years to complete. It was therefore requested the HyD and the TD to review the process and suggested the Government set aside funding or incorporate the proposal into "Universal Accessibility" Programme to speed up the construction of hillside escalator links;
- (3) Tsuen Wan was an elderly-friendly community. The department concerned should endeavour to improve the facilities to meet the actual need of residents and get in line with the Government's policy of barrier-free access; and
- (4) the TD was requested to give explanations why lamp posts and fire hose reels did not comply with the ratio of barrier-free access facilities when the Member introduced the paper.

67. Engr/TW2 of the TD said that the Government's current policy was to work on the project proposals in accordance with the assessment system of the hillside escalator links, and population structure was one of the considerations of the assessment system. As the "Universal Accessibility" Programme was under the purview of the HyD, he

was not in a position to give response. Furthermore, the access right to the slip road on No. 18 Castle Peak Road was jointly owned by Sea Crest Villa Phases 1 and 2 and Angler's Bay. Its management and repair work was under the responsibility of the grantee of the housing lots. If the grantee had any proposal on the road improvement, the TD could give advice from the traffic perspective.

68. The Chairman enquired whether the whole slip road was under the scope of management of the said housing estates. If so, the proposed lift would be constructed on private land.

69. Engr/TW2 of the TD responded that the whole slip road was under the scope of management of the said housing estates, and the hillside escalator links did not impose restrictions on lift construction only for connection to public roads.

70. Mr NG Hin-lung, Norris said that there was no timetable for the hillside escalator links, and there was no definite date for the commencement of the lift project. He enquired how the department concerned could implement the said proposal. In addition, he had learnt from the LandsD earlier that the said slip road was not a private road. Instead, it was a public road with the right of way, running from Castle Peak Road roundabout and extending to the top of Sea Crest Villa Phase 1, and was jointly owned, managed and repaired by Sea Crest Villa Phases 1 and 2 and Angler's Bay. The proposal ranked 16<sup>th</sup> in the hillside escalator links, namely, the construction of an escalator to reach the private road of Saddle Ridge Garden, showed that the works locations were not limited to public roads.

71. The Chairman asked the TD to consider Members' proposals.

IX Item 8: Request to Discuss the Feasibility of Provision of a Diagonal Crossing at the Junction of Sha Tsui Road and Chung On Street  
(T&TC Paper No. 8/2016)

72. The Hon CHAN Han-pan, Ben introduced the paper.

73. Engr/TW1 of the TD responded that the TD was identifying a suitable junction in the district for pilot implementation of diagonal crossing at the junction. The TD would initially look for the junctions with moderate vehicular flow but heavy pedestrian flow. It would take pedestrians a longer time to cross at the junction at diagonal crossing rather than crossing the road directly, therefore an extension of the duration of pedestrian green signal was required, ending up in affecting the journey time indirectly. In addition, the TD would look for the junctions with pedestrian green light was on at the same time, as the setting up of diagonal crossing at those junctions would have less impact on existing traffic. Furthermore, the TD would also consider the width of the existing pavement as pedestrians would gather at the corners of the crossing after a diagonal crossing at the junction was provided. For safety considerations, as railings were provided at the corners of existing cross roads, the provision of a diagonal crossing at the junction would require adjustment to the existing railings. When vehicles were turning, it might be dangerous for pedestrians

to gather at the corner, and the TD had to consider a suitable location for providing the railings. The TD would first review the effectiveness of the pilot scheme. If the results were satisfactory, the TD would study the provision of diagonal crossings at the junction at suitable locations within the district.

74. The views of the Hon CHAN Han-pan, Ben, Mr NG Hin-lung, Norris and Mr MA Ting-hei were summarised as follows:

- (1) it was considered that the TD had given positive response. It was hoped that the TD would identify a pilot site that provided convenience to pedestrians, and provide timetable, route plan and the ancillary transportation, and report the progress to the T&TC timely;
- (2) it was considered that it would be difficult to identify the junctions with moderate vehicular flow in the district because the traffic at the junctions within the district was very heavy indeed; and
- (3) it was suggested that a diagonal crossing at the junction be provided between Market Street and Chung On Street and along Tsuen King Circuit to provide convenience to pedestrians and ease pedestrian flow.

75. Engr/TW1 of the TD responded that the TD would identify the location with high pedestrian flow for pilot implementation. In addition, the TD could only provide the timetable and route plan after further in-depth study. As there were number of vehicle turning movements at the junction between Sha Tsui Road and Chung On Street, the operation of the traffic light was rather complicated. The pavements on Market Street and Chung On Street were narrow. The TD would study the feasibility of the proposal.

76. The Chairman hoped that after studying the said proposal, the TD could discuss with the DC Members of the constituency concerned when further information was available.

X Item 9: Minor Traffic Improvement Projects Completed in the Past Two Months, in Progress and Planned to Commence in Six Months by the Highways Department (Tsuen Wan District) and Timetables (as at 19 February 2016)  
(T&TC Paper No. 9/2016)

77. Dist Engr/TW of the HyD introduced the Minor Traffic Improvement Projects and its timetables.

78. The Hon CHAN Han-pan, Ben said that he had suggested providing double yellow lines on Tsuen Kwai Street, but the proposal was not included in the said projects. He would contact the department concerned after the meeting.

XI Item 10: Any Other Business

79. The views of the Vice Chairman, Mr WONG Man-chau and the Hon CHAN Han-pan, Ben were summarised as follows:

- (1) the railings near the exit of Kwok Shui Road Park at Castle Peak Road were often damaged by vehicles. It was hoped that improvement could be made;
- (2) a traffic accident occurred in Shing Mun Tunnel near Li Ping Secondary School, and a lamp post there was damaged. It was hoped that the department concerned would follow up and repair the lamp post; and
- (3) the illegal parking problem near Tsuen Wan Adventist Hospital, Tsuen Kwai Street and Chung On Street was serious. It was hoped that the Police could step up enforcement.

(A) Information Papers

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

- (1) Membership List of Traffic and Transport Committee 2016-19 (T&TC Paper No. 10/2016);
- (2) Term of Reference of Traffic and Transport Committee (T&TC Paper No. 11/2016);
- (3) Date of Meetings of Traffic and Transport Committee between May 2016 and March 2017 (T&TC Paper No. 12/2016); and
- (4) Financial Statement of Traffic and Transport Committee as at 19 February 2016 (T&TC Paper No. 13/2016).

81. The Chairman reminded Members that the next meeting was scheduled at 2:30 p.m. on 9 May 2016 (Monday) and the deadline for submission of paper was 21 April 2016.

XV Adjournment of Meeting

82. There being no other business, the meeting was adjourned at 7:10 p.m.

Tsuen Wan District Council Secretariat  
22 April 2016

Membership lists of the Working Groups under  
Traffic and Transport Committee 2016-19

**Task Force on Public Transport Network**

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

**Working Group on Road Safety Education and Promotion**

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

**Working Group on Tsuen Wan Footbridge Network**

Convenor : Mr KOO Yeung-pong  
 Vice Convenor : Ms LAM, Lam Nixie  
 Members : Mr MAN Yu-ming, MH  
 The Hon CHAN Han-pan, Ben,  
 JP (joined after the meeting)  
 Mr WONG Ka-wa  
 Mr KOT Siu-yuen  
 Mr CHOW Ping-tim  
 Mr CHENG Chit-pun  
 Mr LO Siu-kit  
 Mr WONG Fah-man  
 Mr MA Ting-hei  
 Mr FUNG Cheuk-sum  
 Mr WONG Man-chau

Note: The tenure of the Members who are concurrently the Co-opted Members of the T&TC is from the establishment date of the Working Groups (i.e. 7 March 2016) to 31 December 2017.

Terms of Reference of the Working Groups under  
Traffic and Transport Committee in 2012-15

(I) Task Force on Public Transport Network

To serve as a communication channel between Tsuen Wan residents, public transport organisations and government departments as well as reflect opinions on public transport services in the District, put forward improvement proposals to relevant organisations and government departments and follow up the implementation of these proposals.

(II) Working Group on Road Safety Education and Promotion

To keep pace with the work of T&TC and disseminate traffic and road safety messages to road users through implementing various kinds of activities in Tsuen Wan district.

(III) Working Group on Tsuen Wan Footbridge Network

To reflect opinions on the Tsuen Wan District Footbridge Extension Project and put forward improvement proposals to government departments and follow up the implementation of the project. Working Group on Road Safety Education and Promotion