

(Translation)

Minutes of the 3rd Meeting of Traffic and Transport Committee (1/16-17)

Date: 9 May 2016

Time: 2:30 p.m.

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
The Hon TIEN Puk-sun, Michael, BBS, JP
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 CHENG Chit-pun
Mr TAM Hoi-pong

Co-opted Members

Mr WONG Fah-man
Mr MA Ting-hei
Mr FUNG Cheuk-sum
Mr TSANG Tai

Government Representatives

Mr YIP Ho-ming	Commander (Unit 3), 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 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
Ms 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

Mr LAM Cheuk-fung	Senior Environmental Protection Officer(Sewerage Infrastructure)4, Environmental Protection Department
Mr SEIT Kin-fun	Senior Engineer/Consultants Management 4, Drainage Services Department
Mr FOK Chun-sing	Project Manager, ATKINS China Limited
Ms WONG Ka-man	Senior Traffic Engineer, ATKINS China Limited

For discussion of item 6

Mr LEUNG Kwok-man	Senior Transport Officer/Tunnels & Tsing Ma 2, Transport Department
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Absent:

Member

Mr CHOW Ping-tim

Co-opted Members

Mr FONG Yun-fat

Mr WONG Man-chau

The Meeting

I Opening Remarks and Introduction

The Chairman welcomed the Members, Co-opted Members and representatives of the Government and corporations to the 3rd meeting of the Traffic and Transport Committee (T&TC) and introduced Mr YIP Ho-ming, Commander (Unit 3), Tsuen Wan of the Hong Kong Police Force (HKPF), who temporarily attended this meeting. Besides, Mr FONG Yun-fat and Mr WONG Man-chau were absent with apologies.

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

II Item 1: Confirmation of Minutes of the Meeting held on 7.3.2016

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

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

(A) Paragraphs 30-38 of the Minutes of the Meeting held on 7 March 2016: Request to Install the Push-button Traffic Light for the Zebra Crossing at Kwok Shui Road near Primrose Hill

4. Engineer/Tsuen Wan 2 (Engr/TW 2) of the Transport Department (TD) reported that the TD had issued the works order to the Highways Department (HyD) for providing traffic signs “Pedestrian crossing ahead” and road markings “Slow” at appropriate locations in front of the two sides of the zebra crossing, reminding drivers to be alert of pedestrians crossing the road and to maintain safe driving with reduced speed. With the completion of new housing developments, the TD would continue to closely monitor the increase in passenger flow and traffic stream and, when required, arrange for implementation of appropriate traffic management measures.

(Note: Mr CHAN Sung-ip joined the meeting at 2:35 p.m.)

5. The views and enquiries of Mr CHAN Yuen-sum, Sumly, the Vice Chairman and the Hon CHAN Han-pan, Ben were summarised as follows:

- (1) it was discontented with the arrangement of the TD, considering that installation of additional traffic signs alone could not solve the problem. Many of the elderly and children would use the crossing concerned, but they were crossing it very dangerously because many goods vehicles were also passing through this road section. The TD had to bear full responsibility in case traffic accidents occurred there in future;
- (2) the minibus drivers operating routes with routeing via Kwok Shui Road also supported the proposed installation of push-button traffic light for the concerned zebra crossing;
- (3) there was another zebra crossing provided near The Rise, and the new housing developments in the vicinity of Kwok Shui Road would soon be completed. It was enquired what traffic improvements were planned by the departments concerned; and
- (4) apart from the aforesaid issues, there were many other traffic problems in respect of bus service, feeder service and pedestrian access, etc. near Primrose Hill. It was proposed that a site visit should be conducted to review the proposed improvements.

(Note: Mr MAN Yu-ming joined the meeting at 2:40 p.m.)

6. The Hon TIEN Puk-sun, Michael said that, in regard to the Bus Route Planning Programme for Tsuen Wan District (BRPP) 2016-17 discussed in the last T&TC meeting, the TD only noted his comments on Routes A31P and 41P. Therefore, he asked when the TD would discuss the programme again.

7. The Chairman said that, as decided at the last T&TC meeting, the Task Force on Public Transport Network (the "Task Force") would continue to follow up on the BRPP 2016-17 for Tsuen Wan district. Members might submit papers to the Task Force or the T&TC for discussion on individual routes when necessary. To address the traffic problem at Kwok Shui Road, he had conducted a site visit with representatives of the related housing estates and the TD to review the short-term and long-term improvement measures. The agenda item only aimed to discuss the installation of push-button traffic light for replacing the zebra crossing at Kwok Shui Road near Primrose Hill.

8. Engr/TW 2 of the TD replied that the TD would study Members' suggestions in detail.

9. The Chairman said that some members of the public still did not know the proper way of using zebra crossing, and hoped that the TD would actively consider Members' proposals.

(B) Paragraphs 39-42 of the Minutes of the Meeting held on 7 March 2016: 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

10. Engineer/Tsuen Wan 1 (Engr/TW 1) of the TD reported that staff of the TD had conducted site inspection of the traffic condition in March 2016 and subsequently compiled traffic statistics on vehicular flow. It was found that the vehicular flow entering the roundabout from Belvedere Garden was higher than that from other accesses, and that traffic congestion even occurred there during morning peak hours. The TD would therefore enhance the traffic signal at Hoi On Road and Hoi Hing Road to control the traffic flow entering from Hoi Hing Road to the roundabout. After the trial run of the proposal, the TD found that the traffic congestion problem of this road section during peak hours was improved, and resolved to formally implement the proposal in June 2016.

11. The views and enquiries of Mr WONG Wai-kit and Ms LAM, Lam Nixie were summarised as follows:

- (1) TD was welcome to conduct a trial run, but prior notification should be given to Members of the constituencies concerned. It was hoped that the TD could inform them of the findings of the trial run;
- (2) enhancement of traffic signals could not completely solve the problem because such measure would neither set the priority of vehicles accessing to and from that roundabout nor reduce the vehicular flow of Castle Peak Road heading for Tuen Mun. The TD was requested to implement long-term improvement measures; and

- (3) TD was requested to improve the design of the roundabout and provide timetables for the long-term improvement proposals.

12. Engr/TW 1 of the TD replied that the TD would further monitor the traffic condition after improving the traffic signal control system. Having studied Members' proposals about provision of additional traffic signs and road markings of "Give way" or "Stop" as well as dividing the carriage at the exit of Belvedere Garden into two lanes, the TD found that there was only one carriageway on the eastbound (Shatin bound) tunnel at the roundabout. If priority was accorded to vehicles driving out from Belvedere Garden to use the proposed additional lane, vehicles entering from other accesses into the roundabout had to give way to vehicles using that carriageway. However, the traffic volume entering into the roundabout from Hoi Hing Road and Castle Peak Road westbound was also high. Hence, the implementation of the proposed measures might cause traffic congestion at the roundabout and might obstruct vehicles travelling from Belvedere Garden to Hoi Hing Road.

13. Mr WONG Wai-kit requested the TD to study the long-term improvement proposals raised by the Members and provide specific information and findings of the trial run.

14. Engr/TW 1 of the TD replied that he could provide the additional information after the meeting.

15. The Chairman requested the representatives of the TD to contact Tsuen Wan District Councillors of the constituencies concerned for discussion on the relevant situation.

(Post-meeting note : On 23 June 2016, the TD provided the relevant information which was then sent to the Members for perusal.)

16. Mr NG Hin-lung, Norris said during the discussion on the agenda item of the last meeting about the proposal of constructing a lift to connect Castle Peak Road with Sea Crest Villa and Anglers' Bay, Members had suggested that the TD should take into account other proposals including formation of a works fund and incorporation of the related suggestions under the Universal Accessibility Programme, etc. He enquired about the progress of these.

(Note: Mr LI Hung-por joined the meeting at 2:53 p.m.)

17. The Chairman said that the representatives of the TD responded at the last T&TC meeting that the Government had been following up on the proposals of higher ranking in regard to hillside escalator links and elevator systems. Members' views were also reflected to the TD at the last T&TC meeting. Through other means or motions to be moved at meetings in future, Members might follow up the matter further when necessary.

IV Item 3: Funds Allocation for the Traffic and Transport Committee 2016-17
(T&TC Paper No. 1/16-17)

18. The Secretary introduced the paper.

19. After discussion, the T&TC endorsed the allocation of the District Council Funds (Community Involvement Projects) in 2016/17 as follows:

<u>Item</u>	<u>Fund available for use (\$)</u>
(1) Task Force on Public Transport Network	77,690.00
(2) Working Group on Road Safety Education and Promotion	226,310.00
(3) Working Group on Tsuen Wan Footbridge Network	0.00
(4) Transportation Fee for Site Visits	1,900.00
(5) Reserve	0.00
	<u>305,900.00</u>

(Post-meeting note: The Tsuen Wan District Council (TWDC) had approved the 2016-17 fund allocation at its meeting on 22 March 2016 and the T&TC was allocated with \$305,900, with a budget deficit of 5%.)

20. Members endorsed that the Secretariat was authorised to approve the applications for the change of activity names, venues, dates and time based on its own initiative in accordance with the approved funding application without making any amendment to the approved financial budget.

V. Item 4: PWP Item 4389DS - Upgrading of West Kowloon and Tsuen Wan Sewerage

(T&TC Paper No. 2/16-17)

21. The Chairman introduced the representatives from the Drainage Services Department (DSD), Environmental Protection Department (EPD) and consultant company who were responsible for giving a briefing on this agenda item, including:

- (1) Mr LAM Cheuk-fung, Senior Environmental Protection Officer(Sewerage Infrastructure)4 (SEPO(SI)4) of the EPD;
- (2) Mr SEIT Kin-fun, Senior Engineer/Consultants Management 4 (Sr Engr/Consultants Mgt 4) of the DSD;
- (3) Mr FOK Chun-sing, Project Manager of the ATKINS China Limited; and
- (4) Ms WONG Ka-man, Senior Traffic Engineer of the ATKINS China Limited.

22. SEPO(SI)4 of the EPD and Project Manager of the ATKINS China Limited introduced the paper.

23. The views and enquiries of the Hon CHAN Han-pan, Ben, Mr WONG Wai-kit, Ms LAM, Lam Nixie, Mr LAM Faat-kang, Mr LI Hung-por and Mr TAM Hoi-pong were summarised as follows:

- (1) discussion on the construction of dry weather flow interceptors had been lasted for some time. It was originally expected that works implementation might commence in 2016 but was actually delayed until 2017. Correspondingly, completion of works was postponed to 2021. Therefore, the Member was discontented with the progress of the works and requested the departments concerned to start the construction as soon as possible and try the best to shorten the construction time for tackling of the odour problem at the coast of Tsuen Wan;
- (2) it was hoped that the departments concerned would adequately consult the business operators concerned prior to implementation of works;
- (3) it was thought that optimisation of the first phase of works would significantly reduce the adverse impact on traffic. However, as it would still affect some main roads in the district, it was hoped that the relevant departments such as the DSD and the Police would coordinate well to minimise the impact;
- (4) it was enquired about the progress of constructing a dry weather flow interceptor at Tai Chung Road;
- (5) as the period of constructing a dry weather flow interceptor was around 18 months, it was worried that the traffic would be adversely affected during this period. It was hoped that the departments concerned would study how to construct the four interceptors in Tsuen Wan district in four phases to minimise the impact of the works on traffic;
- (6) it was hoped that the Legislative Council (LegCo) would smoothly approved the funding to the project as soon as possible;
- (7) it was enquired why it required the dry seasons of two years to construct a dry weather flow interceptor; and
- (8) it was enquired about the effectiveness of the works on reducing odour in the Tsuen Wan Bay.

24. The Chairman requested that discussion by Members should concentrate on traffic arrangement of the project.

25. Sr Engr/Consultants Mgt 4 of the DSD replied that Phase I could be completed in dry seasons of two years. If the project commenced in mid-2017, it was expected that the completion date would be in 2019. After studying with the consultant company, the DSD opined that it would be more desirable to complete the works as soon as possible during dry seasons of two years than to complete it in phases. Besides, the impact of the project on traffic would be insignificant because road closure was not required when works was not in progress. He further remarked that in the 2016 Policy Address, the Government was preparing for the construction of dry weather flow interceptors and the rehabilitation of trunk sewers in Kowloon and Tsuen Wan to reduce residual pollution discharge along the shore of Victoria Harbour as soon as possible. Therefore he hoped that the project could obtain funding approval from the LegCo smoothly.

26. Project Manager of the ATKINS China Limited responded that, as workers of the contractors had to perform duty in the public stormwater drainage systems, the contractors would need to first carry out diversion works of stormwater drainage system, and then install additional silt traps, stop logs or flap valves, etc. for sewage drainage to the sewerage system. In order to reduce the risk of flooding and to safeguard the safety of workers, construction of dry weather flow interceptors was mainly carried out during the dry seasons from November to March. The DSD would still request the contractors to shorten the construction period as far as possible to minimise the inconvenience caused to the public. Besides, before implementation of works, the resident engineers and the Traffic Management Liaison Group would contact the district councillors of the constituencies concerned and related persons to explain the relevant information including details of works. The major works items in the first phase of the project were construction of dry weather flow interceptors. Those in the second to fourth phases of the project were improvement works to the existing sewerage system, which would be commenced when the works in the first phase was underway. It was expected that the second phase would commence in 2018. In response to enquiries about the construction of a dry weather flow interceptor at Tai Chung Road, he said that, during the meeting of the Environmental and Health Affairs Committee held in July 2015, the water quality in areas concerned had been greatly improved because various departments including the EPD, Buildings Department and Food and Environmental Hygiene Department spared no effort to remove the illegally connected channels in the district. For this reason, it was not recommended to install a dry weather flow interceptor in Pak Tin Pa Street. Apart from Tsuen Wan town centre, the DSD and EPD were considering the installation of a dry weather flow interceptor in the upstream rural areas of Tsuen Wan to further improve the water quality at coast in Tsuen Wan. As the location of the proposed dry weather flow interceptor was close to schools, the company and the contractor would coordinate with the school concerned regarding the daily construction period so as not to adversely affect the learning of students. The DSD and the consultant company would consult the district councillors concerned again once the commissioned contractor had prepared the specific arrangements for works implementation.

27. The views and enquiries of Mr KOO Yeung-pong and the Hon CHAN Han-pan, Ben were summarised as follows:

- (1) it was hoped that the departments concerned would complete the assessment as early as possible and give prior notification to the district councillors of the constituency areas before carrying out the related traffic management measures; and
- (2) given that “filibustering” was currently serious during the LegCo meetings, it was enquired about the ranking of the works concerned among other projects under funding applications and asked whether the departments concerned estimated that approval might be granted to this application during this year, and if not, whether there was any back-up solution.

28. Sr Engr/Consultants Mgt 4 of the DSD responded that the DSD would know whether resource from the Government for implementation of the aforesaid project

was allocated by September 2016. Only after that could the DSD make arrangement for submitting fund application to the LegCo.

29. The Chairman hoped that approval to funding application by the LegCo would be granted successfully so that the project could be launched as soon as practicable.

VI. Item 5: Proposal on Requesting the Transport Department to Construct the Unfinished Section of Texaco Road Flyover As Soon As Possible
(T&TC Paper No. 3/16-17)

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

31. Engr/TW 1 of the TD replied that the TD had reviewed the traffic conditions in the vicinity of Wang Lung Street and recommended to implement the traffic improvement measures as follows: Firstly, the carriageway of Wang Lung Street (near Ma Kok Street Cooked Food Hawker Bazaar) from Fui Yiu Kok Street to Ma Kok Street would be converted from a two-way to one-way traffic. After that, vehicles could only head for Lung Tak Street along Wang Lung Street so as to divert vehicles entering Wang Lung Street from Yeung Uk Road while vehicles exiting from Ma Kok Street to Wang Lung Street could make left turning movements only. Secondly, the section of Wang Lung Street (near Ming Wah Industrial Building) from Lung Tak Street to Fui Yiu Kok Street would be converted from one-way traffic to two-way traffic. Consequently, drivers might choose to enter Ma Tau Pa Road from Wang Lung Street in order to divert vehicles heading for Texaco Road from Wang Lung Street via Lung Tak Street. Thirdly, an additional loading/unloading bay was to be provided in Wang Lung Street near Ma Kok Lane. Fourthly, an additional pedestrian crossing was to be provided at a suitable location in Wang Lung Street near Lung Tak Street and Ma Kok Lane. Apart from the above proposals, the TD also proposed to upgrade Tsuen Yip Street as a standard public road. The HyD was engaging in the design and formulation of implementation schedule for the proposals. The incompleting flyover at Texaco Road was part of the project to construct Texaco Road/Tsuen Wan Bypass Interchange and to upgrade Texaco Road undertaken by the former Territory Development Department (currently known as the Civil Engineering and Development Department). According to the Tsuen Wan Transport Study conducted in the 1980s, the then Texaco Road and Texaco Road/Tsuen Wan Bypass Interchange (i.e. Tsuen Tsing Interchange) would not be able to cope with the transport demand to be brought about by the development of Tsuen Wan new town and Tsuen Wan reclamation in future. Therefore it was necessary to work out improvement proposals for different stages of development in the district and implement the proposal when required in the years to come. The improvement works would be carried out in three stages. The first stage comprising the widening of the existing Texaco Road flyover and related roads was completed in 1992. The second stage mainly comprising the construction works of Tsuen Tsing Interchange and the related flyover was completed in 1995. The third stage mainly comprising the widening of the existing Texaco flyover south to the current Castle Peak Road Tsuen Wan from a dual two-lane road to a dual two-lane carriageway to divert the traffic between New Territories East and Tsing Yi/Tung Chung/Airport via the Shing

Mun Tunnels to cope with the future traffic growth of the flyover. The incomplete flyover at Texaco Road of about 300m long was situated at the most northeast site of Tsing Tsuen Road at Tsuen Tsing Interchange. This section of flyover would be used to connect the proposed southbound flyover in the third stage of the Texaco Road improvement proposals and the existing Tsing Tsuen Bridge southbound. The roundabout at Tsuen Tsing Interchange had always been a serious congestion point in Tsuen Wan district and Kwai Tsing district. The traffic queues often extended from Tsuen Wan East Industrial Area nearby to Tsuen Tsing roundabout or even to carriageways in both directions on Tsuen Wan Road. In addition, a large number of vehicles travelling between the New Territories East and the airport as well as between the New Territories West and urban area needed to pass Tsuen Tsing Interchange. As the location of the flyover was above the Tsuen Tsing Interchange, which was an important interchange with an ever-increasing traffic volume, it was expected that there would be serious traffic congestion in daytime when construction works of the flyover in the third phase of the project took place. After a careful assessment of the social costs to be incurred by the flyover project if it was implemented in the third stage, the Administration opined that the flyover should be pre-built during the construction of the Tsuen Tsing Interchange in the second stage, thus minimising the works cost, time, traffic impact and social costs. By the end of the 1990s, owing to the delay in the Tsuen Wan reclamation development project by the Government, there was no urgent need to carry out all the relevant road works including the third stage of Texaco Road improvement works. The reclamation programme was eventually cancelled on grounds of harbour protection. As a result, the growth rate of population in Tsuen Wan New Town reduced significantly, thus causing less traffic stream at Texaco Road flyover to the south of Castle Peak Road Tsuen Wan than expected. For this reason, there was no urgent transport demand for provision of additional lane at the flyover. The TWDC had recommended the TD to continue implementing the third stage of works earlier. The TD would closely monitor the traffic flow and demand in the area and conduct a timely review of the commencement of works in the third stage to improve the traffic condition in the vicinity of the Texaco Road and Tsuen Tsing Interchange. On the other hand, the HyD would commission consultants to carry out traffic assessment and formulate appropriate traffic improvement proposals in regard to Tsuen Tsing Interchange and the periphery of the junction of Texaco Road and Yeung Uk Road. It was expected that these would be launched in June or July 2016 for a period of about 12 months.

32. The views and enquiries of the Hon CHAN Han-pan, Ben, the Hon TIEN Puk-sun, Michael, the Vice Chairman and Mr TAM Hoi-pong were summarised as follows:

- (1) subsequent to the submission of a paper for discussion at the T&TC meeting held on 7 July 2014 on the traffic issues about the above-mentioned incomplete flyover and Texaco Road roundabout, the Member had been in close liaison with the Government in the last two years. Two inter-departmental meetings were also held to discuss the problems. During this period, it was suggested that the above-mentioned flyover should be used to help ease the Sha Tin bound traffic from Yeung Uk Road and Tsuen Wan Road flyover, and the relevant departments

undertook to further study the suggestion. Hence, enquiry was raised about the progress of the suggestion. The relevant departments were asked to keep their promises and provide a proposed schedule as soon as possible;

- (2) with the commissioning of the route via Discovery Park, the traffic stream on Texaco Road heading for Sha Tin became less busy but the number of goods vehicles heading for Tsuen Wan industrial area increased substantially. As drivers of goods vehicles usually drove to Tsuen Wan via Texaco Road roundabout, it was hoped that the departments concerned could flexibly use the incomplete flyover to help ease the traffic;
- (3) it was asked about the contents of the traffic assessment. Request was raised after the meeting, the departments concerned would hold further meeting with the district councillors concerned for discussion on such details;
- (4) a site visit had been conducted together with staff of the TD in regard to the problem of traffic congestion at Texaco Road. It was hoped that the departments concerned would complete the consultation exercise as soon as practicable;
- (5) it was enquired if it was necessary to conduct the aforesaid traffic assessment only after the effectiveness of the above-mentioned series of traffic improvement measures introduced in Wang Lung Street was seen. It was also inquired about the timetable;
- (6) the TD agreed that the number of goods vehicles in the industrial area had increased and did not see the reason for conducting the traffic assessment because it worried that the works would be further delayed;
- (7) the TD pointed out that the traffic mobility at present was insufficient to justify for completing the construction of the unfinished flyover. Given the successive completion of housing estates in the district, traffic flow was believed to be ascending. The TD would take all factors into consideration in regard to the said construction. The TD was requested to provide specific data of traffic flow;
- (8) the TD was requested to provide information on improvement measures to Wang Lung Street; and
- (9) it was suggested that, as a short-term improvement measure, the Police should deploy traffic wardens to tackle the irregularities occurred in Wang Lung Street.

33. Engr/TW 1 of the TD responded that the TD had to collect the latest traffic flow data for assessment because many new developments were about to complete one after another. The area under assessment included Texaco Road, Yeung Uk Road and Tsuen Wan Road. Moreover, the assessment and improvements to Wang Lung Street might be carried out at the same time. He could provide supplementary information after the meeting.

34. Commander (Unit 3), Tsuen Wan of the HKPF responded that the Police had arranged traffic wardens to Wang Lung Street to ease traffic daily. The traffic volume of goods vehicles was ever-increasing, but the time to control and taking

enforcement action against traffic offenders of goods vehicles by the Police was relatively limited. Under such circumstances, the Police would still continue to ease the traffic there.

35. The views and enquiries of the Hon CHAN Han-pan, Ben and the Hon TIEN Puk-sun, Michael were summarised as follows:

- (1) it was hoped that the departments concerned would expedite the progress of introducing improvement measures in Wang Lung Street;
- (2) the number of storage in the industrial area was multiplying, causing the existing traffic problem. If the TD resumed the construction of the incomplete flyover on Texaco Road to ease the traffic, TD should not solely consider the vehicular volume because the original purpose of constructing the flyover had already been changed. It should also request the departments concerned to provide specific details of the assessment;
- (3) the Police was recommended to make prior manpower deployment to mitigate traffic congestion because traffic jam in the district occurred with a regular pattern;
- (4) as the traffic problems in the district was very clear already, it was enquired why it was necessary to conduct an assessment and waste another year of time; and
- (5) the Member enquired about the reconstruction cost of the flyover on Texaco Road.

36. Engr/TW 1 of the TD responded that HyD had commissioned consultant to conduct a traffic assessment in areas included Tsuen Tsing Interchange and the vicinity of the junction of Texaco Road and Yeung Uk Road for working out suitable traffic improvement proposals. To tie in with the comprehensive assessment at district level, the TD had to collect the latest traffic flow data. The construction cost of the flyover concerned could be estimated after completion of the related assessment and construction design.

37. Commander (Unit 3), Tsuen Wan of the HKPF responded that the Police had been arranging traffic wardens to direct traffic at scene during peak hours. In case traffic congestion occurred suddenly, police officers in the district and in the New Territories South Regional Police Headquarters (NTS Regional HQ) would jointly solve the problem through division of labour. When a number of container trucks entering Tsuen Wan district from the container terminals were identified by the NTS Regional HQ, it would deploy manpower to the district to assist in directing the traffic. Officers in the district were mainly responsible for directing traffic at minor roads whereas officers in the NTS Regional HQ at trunk roads.

38. The Hon CHAN Han-pan, Ben said that he had at earlier times made suggestions to the Police in tackling traffic congestion in the industrial area. It was suggested that, in the case of rampant traffic congestion, all motorists might be requested to queue up their vehicles in other places. He asked the Police whether they had followed up on the proposal and, if yes, the implementation schedule.

39. Officer-in-Charge, District Traffic Team (Tsuen Wan) of the HKPF replied that, after studying the above-mentioned proposal, the NTS Regional HQ found that it was not viable because the warehouses in Wang Lung Street were operated by various business establishments. To safeguard their own benefits, the drivers would not follow the instruction given by the Police and line their vehicles up at farther locations. Interested Members for more detailed information might contact the NTS Regional HQ for explanation.

40. The Chairman said that he had requested the TD earlier to connect the incomplete section of Texaco Road footbridge to the road surface of Texaco Road in order to divert traffic on Yeung Uk Road heading for the airport. He also hoped that the TD would provide detailed information on the improvement measures to be implemented for Wang Lung Street as soon as possible after the meeting and requested the consultants to send representative to attend the next meeting to follow up on the progress

41. Engr/TW 1 of the TD responded that he would relay the Chairman's request to the HyD which was responsible for the contract of consultants.

(Post-meeting note: The TD provided the information on 19 May 2016 for Members' perusal.)

(Note: The Hon CHAN Han-pan, Ben left the meeting at 4:03 p.m.)

VII Item 6: Request for Introduction of Octopus Toll Collection System for Tunnels
(T&TC Paper No. 4/16-17)

42. The Chairman reported that Mr CHAN Yuen-sum, Sumly and the Vice Chairman submitted the paper and introduced Mr LEUNG Kwok-man, Senior Transport Officer/Tunnels & Tsing Ma 2 (Sr Transp Offr/Tunnels & Tsing Ma 2) of the TD, who was responsible for responding to this agenda item.

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

44. Sr Transp Offr/Tunnels & Tsing Ma 2 of the TD said that the TD had obtained funding from the Finance Committee of the LegCo for introducing "stop-and-go" e-payment facilities at seven government tolled tunnels and roads, namely Aberdeen Tunnel, Cross Harbour Tunnel, Lion Rock Tunnel, Shing Mun Tunnels, Tseung Kwan O Tunnel, Lantau Link and Tsing Sha Highway. The facilities aimed to provide motorists with the choice of an alternative payment method, i.e. using contactless smart cards. Upon securing the funding, the TD had been actively working on the preparatory and preliminary work on the technical details of the project. Major work included modification of the existing manual toll collection system at the government tolled tunnels and roads, installation of e-payment facilities, and formulation of requirements and terms in the contract for future contractors providing e-payment services. The modification of the existing manual toll collection system had been completed already. Within the coming two months, the contractor selected through

open tender would commence system design for the e-payment facilities; and the TD would conduct another open tender exercise to select contractors for providing e-payment services. The TD needed to make amendments to relevant subsidiary legislation for e-payment, and expected that “stop-and-go” e-payment facilities would come into operation at the above-mentioned seven government tolled tunnels and roads in phases in the second half of 2017. The Government welcomed the Octopus Cards Limited and other operators of contactless smart card operators to participate in the selection exercise of providing e-payment facilities with contactless smart cards.

45. The views and enquiries of Mr CHENG Chit-pun, Ms LAM, Lam Nixie, Mr TAM Hoi-pong, Mr KOO Yeung-pong, Mr CHAN Yuen-sum, Sumly and the Vice Chairman were summarised as follows:

- (1) it was enquired whether it was not necessary to use Octopus card for electronic toll collection, and whether e-payment toll collection system would replace manual toll collection system completely;
- (2) the scheme was welcomed, and adoption of other kinds of e-payment facilities for toll collection was recommended;
- (3) motorists currently might choose to use the service provided by the Autotoll Limited for electronic payment. The Member enquired whether the Autotoll Limited could also participate in the selection exercise for service provision because they were concerned about the formation of monopoly in e-payment service by one single company;
- (4) it was estimated that designation of different lanes of toll payment for different types of vehicles might be required in future in order to avoid spending time lining up for payment. It was considered necessary for the TD to study the feasibility of the proposal in future;
- (5) it was proposed that the e-payment facilities should enter into service at the seven government tolled tunnels and roads at the same time in the second half of 2017 for avoidance of confusion; and
- (6) given that the Eastern Harbour Crossing (EHC) would be taken over by the Government soon, it was enquired whether amendments to the related subsidiary legislation were required if the “stop-and-go” e-payment facilities was to be introduced then. It was hoped that the departments concerned should minimise the time for legislative amendment as far as practicable.

46. Sr Transp Offr/Tunnels & Tsing Ma 2 of the TD responded that the TD had invited “Expression of Interest” from prospective providers of e-payment facilities and service, and would conduct an open tender in due course. The TD would select providers having regard to criteria such as popularity of their smart cards, equipment cost and transaction fees. The TD welcomed the Octopus Cards Limited and other operators of contactless smart cards to participate in this scheme. The Autotoll Limited might also submit tender if it was interested in the project and met the relevant requirement. Under the scheme, the new “stop-and-go” e-payment facilities would be installed at all manual toll booths of the government tolled tunnels and roads. Motorists using e-payment facilities had to stop their vehicles at the manual toll booths to pay the tolls by placing their contactless smart cards over the card reader.

After installation of the new system, motorists might choose to pay by contactless smart cards, cash or pre-paid toll tickets. According to the existing operation of the manual toll collection system, the toll collector on duty had to confirm with the control console in the manual toll booth that correct tunnel or road tolls were paid before motorists were allowed to pass through the toll booths. The traditional mode of operation would be maintained at the manual toll booths to be installed with “stop-and-go” e-payment facilities accepting contactless smart cards. The TD would strive for early implementation of the scheme. After the EHC was taken over by the Government and became a government tunnel in due course, the Road Tunnels (Government) Ordinance (Chapter 368) would be applied to the EHC and therefore, amendment to other legislation was not required.

47. The Chairman hoped that the Government would expeditiously implement the scheme as soon as possible and suggested that the Shing Mun Tunnels be chosen as the first tolled tunnel using the new service.

VIII Item 7: Proposal on Narrowing the Pedestrian Road at the Corner next to the Adventist Hospital in order to Widen the Carriageway off the Pedestrian Road (T&TC Paper No. 5/16-17)

48. Mr LI Hung-por introduced the paper.

49. Engr/TW 1 of the TD responded that, having conducted site visit at the said location, the TD found that although the width of the road section was sufficient for passage by buses, traffic was often obstructed due to illegal parking. The TD also found that the pedestrian road was spacious and could be narrowed for vacating space for use by vehicles. The TD would conduct local consultation in late May 2016 or early June 2016 on the proposal. In case the result was positive, the TD would implement the proposal as soon as possible.

50. The views and enquiries of the Hon TIEN Puk-sun, Michael, Ms LAM Yuen-pun, Phyllis, Ms LAM, Lam Nixie, the Vice Chairman and Mr TSANG Tai were summarised as follows:

- (1) the residents of Allway Gardens repeatedly lodged complaints about illegal parking of vehicles at the said site which resulted in difficulty for buses to turn around at the corner in the evening because they would hit the illegally parked vehicles easily. As parking was prohibited at the corner round the clock, it was enquired why the law enforcement departments did not take action to eliminate such situation, and asked whether a Police hotline was available for the public to report irregularities of traffic for immediate action taken to improve the situation;
- (2) the proposal was supported. Although additional advisory sign of prohibited zone was provided, illegal parking there was still serious and caused traffic congestion;
- (3) the Member enquired whether designation of double yellow lines was more effective than that of single yellow line in respect of traffic control;
- (4) it was opined that illegal parking was common in the district. However,

as the Police only had limited manpower resources, it was difficult to deploy officers to monitor and rectify the situation of illegal parking all the time. It was considered that widening of pedestrian road would mitigate the problem;

- (5) there were adequate parking spaces in Hong Kong Adventist Hospital—Tsuen Wan (the “Hospital”) to meet the parking need; and
- (6) it was concerned that motorists would accelerate at the corner or making use of the pedestrian road to pass the corner after widening of the carriageway, thus causing potential hazard to the pedestrians. It was therefore recommended additional installation of signs to remind pedestrians and drivers of road safety.

51. Engr/TW 1 of the TD replied that both “double yellow lines” and “single yellow line” were road markings for no-stopping restriction zone which were not used to regulate illegal parking. According to the legislation in force, no person in general was permitted for curb parking at a side of a public road being not an on-street parking space. The designation of a non-stopping restriction zone aimed to prohibit stopping of vehicles on a busy road for picking up/setting down and loading/unloading activities. As it was an offence to park a vehicle at a non-parking place at any time, the HKPF might take appropriate prosecution action against the offenders concerned. After widening of the road, the TD would put in place appropriate traffic signs to ensure road safety.

52. Commander (Unit 3), Tsuen Wan of the HKPF responded that a total of more than 600 summonses were issued against road users in relation to illegal parking within the past four months in the vicinity of Tsuen King Circuit. If the public intended to request the Police to take enforcement action against the above-mentioned problem, they might call the Report Room at the Tsuen Wan Police Station where there were police officers on duty round the clock who would take proper action to tackle the problem and facilitate traffic. The Police also planned to provide more traffic cones on the roads concerned to prevent illegal parking of vehicles and conduct further discussion on enhanced arrangements to improve the traffic condition. Despite limited manpower resources, the Police would deploy resources as far as practicable to tackle traffic problems.

53. The views and enquiries of the Hon TIEN Puk-sun, Michael, Mr KOO Yeung-pong and Ms LAM, Lam Nixie were summarised as follows:

- (1) it could not be agreed that the problem was unsolvable because of limited manpower resources of the Police. As there were only two places at the said site where illegal parking frequently took place and caused inconvenience to residents, the situation was intolerable and the Police was supposed to be responsible for law enforcement;
- (2) the Police was asked what appropriate action would be taken;
- (3) widening of carriageway was not a solution that fully resolved illegal parking to an end because vehicles illegally parked thereat would still cause obstruction to emergency vehicles such as fire engines and ambulances. For the sake of safety, the police had to ensure that there

- would be no more illegal parking; and
- (4) it was believed that the traffic cones laid down by the Police would not be removed normally. This measure had been effective when being employed at other places in the district in the past. With inadequate parking space being a territory-wide problem, there were unexceptionally many blackspots of illegal parking in Tsuen Wan town centre. Understanding that it was really difficult to step up enforcement against illegal parking at all places simultaneously, both proposals of narrowing the pedestrian road at the corner of the Hospital and widening the carriageway to mitigate the traffic problem was supported.

54. Commander (Unit 3), Tsuen Wan of the HKPF responded that the Police would always give prior warning before taking law enforcement action. When there was urgent need, the Police was authorised to tow away vehicles illegally parked. Patrol cars would be arranged for inspection at scene at the time mentioned by Members.

55. The Chairman said that the T&TC supported the aforesaid proposal raised by Members, and hoped that the departments concerned would explore some short-term improvement measures before the TD implemented the proposals.

IX Item 9: Request Permission from Transport Department for Some of the Franchised Bus Routes Passing the Tsuen Wan West Station from Hoi Hing Road in order to Improve the Transport Links of Tsuen Wan West Station
(T&TC Paper No. 7/16-17)

56. The Chairman suggested that discussion on agenda item 9 should be advanced because Mr WONG Wai-kit was about to attend a meeting on behalf of the TWDC. Members agreed to the arrangement.

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

58. Engr/TW 1 of the TD responded that the road section adjacent to MTR Tsuen Wan West (TWW) Station was currently the entrance of the works site of Site Tsuen Wan 5 Development Project - TW5 (Bayside) and vehicular entrance of the entire development in future. The TD might consider selecting a bus route for trial run to enter the bus terminus at TWW Station, but it had to study the proposal further before implementation.

59. Senior Transport Officer/Tsuen Wan (Sr Transp Offr/Tsuen Wan) of the TD replied that bus route planning mainly tied in with traffic flow. If the Traffic Engineering Division considered it possible to select a bus route to enter the bus terminus via the aforesaid entrance at a specific time, the Transport Operations Division would try its best to facilitate the implementation of the proposal.

60. Senior Operations Officer, Lai Chi Kok Depot of the Kowloon Motor Bus Company (1933) Limited (KMB) welcomed the relevant proposals.

61. The views and enquiries of Mr WONG Wai-kit, Mr NG Hin-lung, Norris, Mr CHENG Chit-pun, the Vice Chairman and Ms LAM, Lam Nixie were summarised as follows:

- (1) according to the reply given by the TD, the proposal was technically feasible and was welcomed by the KMB. It was hoped that the proposal could be implemented to give more convenience to residents of TWW;
- (2) the proposal was supported because passengers could save journey time for about 7 minutes;
- (3) in view of the overlapping of routeing of many bus routes heading for TWW Station such as Routes 234A, 234B, 53, 39A and 39M, etc., it was suggested that one of these bus routes be selected from these routes and re-routed for entering into TWW Station from Hoi Hing Road;
- (4) it was hoped that the proposal could be implemented as soon as possible because it could help divert traffic from Tsuen Wan town centre;
- (5) it was suggested that a roundabout be designated at this junction; and
- (6) the TD was requested to provide the timetable of implementation.

62. Engr/TW 1 of the TD responded that the TD had started to study the feasibility of arranging one or two bus routes to operate the proposed re-routeing as trial run by entering TWW Station bus terminus from Tai Chung Road roundabout. It was expected that the technical feasibility could be confirmed in May 2016.

63. Sr Transp Offr/Tsuen Wan of the TD added that even if its Traffic Engineering Division implemented the proposal for selecting a bus route to operate with the proposed routeing by diverting into the bus terminus for trial run, it was still necessary for the TD to carry out local consultation prior to implementation. She clarified that the proposal was not supposed to be implemented in May 2016.

64. The Chairman hoped that the Traffic Engineering Division of the TD would complete the study as soon as possible so that Members could coordinate with the Bus Section of the TD for selecting bus routes for trial run. He also reminded the TD to note that vehicles turning to the roundabout from Tsuen Wan Road were often at a higher speed when making relevant arrangements in order to prevent traffic accidents.

(Post-meeting note: The TD submitted the relevant information on 3 June 2016 for Members' perusal.)

X Item 8: Request for Discussion of the Chaotic Traffic at Sai Lau Kok Road
(T&TC Paper No. 6/16-17)

65. Mr TAM Hoi-pong introduced the paper.

66. Commander (Unit 3), Tsuen Wan of the HKPF responded that, subject to availability of manpower, traffic wardens were arranged to facilitate traffic control at scene in the mornings and evenings. During the period from May 2015 to April 2016, 129 summonses were issued against jaywalkers violating traffic rules at the said location. The Police would continue to arrange traffic wardens to control traffic at scene.

67. Engr/TW 1 of the TD responded that as a lay-by had been provided already, it would be difficult to provide additional railings at the location. To prevent pedestrians from jaywalking, the TD had provided a number of additional traffic signs earlier to remind pedestrians of using footbridge to cross the road.

68. The views of the Vice Chairman and Mr LAM Faat-kang were summarised as follows:

- (1) many Residents' Service (RS) routes would pick up and drop off passengers at the lay-by. It was enquired whether the RS routes were regulated and suggested the relocation of some stops to other places;
- (2) as many new housing developments in Tsuen Wan district would be completed soon, it was worried that more RS routes would provide bus stops at the said location;
- (3) the problem had been discussed for a long period of time. The TD had once provided pedestrian crossing off Maxim's Palace Chinese Restaurant, but cancelled it afterwards because of extremely high traffic flow there. As such, the departments concerned would install a lift at the footbridge to facilitate the public to use the footbridge;
- (4) it was opined that prosecution was not the best way to solve the problems, and recommended enhanced publicity to educate pedestrians for compliance with traffic rules to ensure road safety; and
- (5) the TD had to study the data of pedestrian flow and vehicular flow at the said location and explore ways to improve the traffic condition.

69. Engr/TW 1 of the TD replied that the utilisation rate of the lay-by was high under observation. After its preliminary study, the TD would consider widening the existing lay-bys off Waldorf Centre and Tsuen Cheong Centre for providing more suitable parking spaces for loading/unloading activities. Besides, no approval had been granted to operators of the RC routes for provision of stops at the said lay-by in the last three years. Earlier, the TD had provided a number of additional traffic signs there to remind pedestrians of using footbridge to cross the road.

70. Sr Transp Offr/Tsuen Wan of the TD replied that housing estates planning to provide the RC service were required to submit applications to the TD for approval. The existing bus stops of the RC routes provided at the said location were approved by the TD many years ago. In the last few years, the TD had granted no more approval for provision of bus stop of the RS routes at the said location. Moreover, relocation of bus stops of the RC routes, if any, would affect the current users.

71. Commander (Unit 3), Tsuen Wan of the HKPF responded that he would relay Members' views concerning publicity and education to the Road Safety Team of the HKPF.

72. The Vice Chairman requested the TD to provide information on all RC routes having provided bus stops at the said site for boarding/alighting passengers.

73. The Chairman requested the TD to provide supplementary information after the meeting. According to his knowledge, the Road Safety Team of Traffic New Territories South had been concerned about the road safety issue at the said location. He hoped that departments concerned would step up enforcement, publicity and education to solve the traffic problems occurred on Sai Lau Kok Road.

(Post-meeting note: The TD submitted the relevant information on 21 June 2016 for Members' perusal.)

XI. Item 10: Proposal on Providing More Routes from Tuen Mun via Sham Tseng to Kowloon East and South and Enhancing their Frequencies

(T&TC Paper No. 8/16-17)

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

75. 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 April 2016.

76. Sr Transp Offr/Tsuen Wan of the TD responded that the TD and the bus company would study the feasibility of providing new bus route. When necessary, this proposal would be taken into consideration in the course of devising Bus Route Planning Programme for the following year. The bus companies were also required to make frequency adjustment in the light of the guideline on frequency improvement and reduction. The TD would closely monitor the passenger demand of the relevant routes, and would request the bus company to introduce frequency improvement when required.

77. Senior Operations Officer, Lai Chi Kok Depot of the KMB responded that the time for each departure of Route 52X from bus terminus could follow the schedule largely. However, the arrival time might not be punctual because the routing of Route 52X included Castle Peak Road. The KMB had provided additional special departures from Bus-Bus Interchanges (BBI) on Tuen Mun Road since 2015, and would deploy field staff to monitor the situation of bus trips. Departure time of its service might be adjusted, when necessary, to lessen the impact on passengers. The KMB maintained an open mind to operate new bus routes, but would take it into account when formulating the Bus Route Planning Programme (BRPP) of the next year because the proposal involved in resource allocation and inter-district traffic. According to a recent survey on passenger volume, the service level of Route 261B could meet the passenger demand. The KMB would continue to monitor the service of this route, and would increase the frequency according to the guidelines of the TD if necessary.

78. The views and enquiries of Mr CHENG Chit-pun, Mr TAM Hoi-pong, Mr NG Hin-lung, Norris and Mr CHAN Sung-ip were summarised as follows:

- (1) currently, there was no direct bus service provided between Sham Tseng and Tsing Lung Tau as well as Kowloon East. Provision of additional frequencies of the return trip of Route 234C was proposed earlier.

Moreover, the population in this area was almost 40 000. The KMB was asked whether the population size was sufficient to support the operation of a new bus route departing from Tsing Lung Tau; and whether the population size would become sufficient to support the operation of a new bus route departing from Tsing Lung Tau if the routeing was to include Belvedere Garden and Tsuen King Circuit;

- (2) it was suggested that the new route should depart from the back of the Gold Coast instead of Sam Shing Estate to avoid the routing of school buses operating to serve students of international schools nearby;
- (3) it was suggested that special trips from Hong Kong Garden should be provided for Route 52X;
- (4) it was understood that introduction of a new inter-district bus route was much more complicated and difficult, but it was still hoped that the relevant departments would study about the proposal;
- (5) as there was only one trip for Route 261B, the passenger volume of only one trip should not be taken as the criteria in determining frequency improvement. The guideline on frequency increase was based on the service utilisation of one whole day. In addition, there would be many new housing development completed along the routeing of this bus route. The departments concerned should provide corresponding service facilities to cater for the changing needs; and
- (6) it was suggested that the routeing of the new route should depart from Tai Lam Interchange to Kowloon East via Belvedere Garden along Castle Peak Road and then via Tuen Mun Road. It was hoped that the TD and all bus companies might take this proposal into account.

79. Sr Transp Offr/Tsuen Wan of the TD responded that the TD noted Members' comments and would take them into consideration when formulating the BRPP for the next year.

80. Senior Operations Officer, Lai Chi Kok Depot of the KMB responded that the proposal to increase the frequency of return trips of Route 234C was already included in the BRPP 2016-17. Moreover, two additional special trips of Route 52X departing from BBI on Tuen Mun Road were provided since late 2015. Although there was only one trip for Route 261B, the relevant requirement of the TD was still required for frequency adjustment. As provision of this trip involved in resource utilisation in the busiest hour of the peak period, it would be extremely difficult to deploy resources to continue such service if the passenger volume in that period could not meet the standard. In addition, the KMB had to consider whether the passenger volume could support the operation of a new bus route, and therefore the proposal would be considered and studied together with the development of the next BRPP.

81. The Chairman hoped that the TD and KMB would study the above proposals and recommend them for incorporation in the next BRPP.

XII. Item 11: 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 21 April 2016)

(T&TC Paper No. 9/16-17)

82. District Engineer/Tsuen Wan (Dist Engr/TW) of the HyD introduced the minor traffic improvement projects implemented in Tsuen Wan district and the schedule of implementation.

83. The views and enquiries of Mr MA Ting-hei and Mr NG Hin-lung, Norris were summarised as follows:

- (1) the anticipated completion date of Project No.: NE/14/00768 (Widening of Carriageway and Road and Traffic Marking (Trial Pit Works) Improvement Works in Mei Wan Street near Discovery Park was the second quarter of 2017 subject to the schedule for the relocation of the underground facilities. It was worried that further postponement of the completion date might adversely affect the traffic, and hoped that HyD could expedite the works; and
- (2) the Project No.: NE/16/00510 (Additional Provision of “Use Footbridge” Signs on Castle Peak Road Tsing Lung Tau near Hong Kong Garden) was a measure in response to jaywalking on Castle Peak Road. However, the effectiveness of additional provision of signs was queried because there were already a number of signs for reminding pedestrians not to cross at that location.

84. Dist Engr/TW of the HyD responded that the Project No.: NE/14/00768 was implemented in two phases so as to extend the two lay-bys there. The extension works of the first lay-by was completed in April 2016 whereas the commencement and anticipated completion dates of the remaining works were subject to the actual condition upon relocation of underground facilities.

85. Engr/TW 2 of the TD replied that, in regard to Project No.: NE/16/00510, although there were signs placed at the central divider near the footbridge, the TD would provide additional signs at conspicuous places near the bus stop, to further remind the public for using the footbridge to cross the road.

86. The Chairman said that the paper had set out the information on government representatives responsible for each project and their contact telephone numbers. If necessary, Members could directly contact the respective officers.

XII. Item 12: Progress Reports of Working Groups under the Traffic and Transport Committee

(A) Working Group on Tsuen Wan Footbridge Network

87. Mr KOO Yeung-pong reported that the Working Group had no special business to report.

(B) Task Force on Public Transport Network

88. Mr CHENG Chit-pun reported that the first meeting of the Task Force was held on 31 March 2016 to discuss the BRPP 2016-17 and the new franchise and bus services of the KMB.

(C) Working Group on Road Safety Education and Promotion

89. The Vice Chairman reported that the first meeting of the Working Group was held on 4 May 2016 to discuss the details of its programmes for the year and would continue to organise three activities last year, namely “Model Pedestrians Commendation Day in Tsuen Wan District”, “Seminar on Road Safety in Tsuen Wan District for the Elderly” and “Road Safety Carnival in Tsuen Wan”.

XIV Item 13: Any Other Business

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

- (1) Financial Statement of Traffic and Transport Committee 2015-16
(T&TC Paper No. 10/16-17).

91. The Chairman reminded Members that the next meeting was scheduled at 2:30 p.m. on 4 July 2016 (Monday) and the deadline for submission of paper was 16 June 2016.

XV Adjournment of Meeting

92. There being no other business, the meeting was adjourned at 5:55 p.m.

Tsuen Wan District Council Secretariat

June 2016