

(Translation)

Minutes of the 4th Meeting of Traffic and Transport Committee (2/16-17)

Date: 4 July 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
Mr KOO Yeung-pong, MH
Mr NG Hin-lung, Norris
Mr LI Hung-por
Ms LAM Yuen-pun, Phyllis
Ms LAM, Lam Nixie
Mr LAM Faat-kang, MH
The Hon CHAN Han-pan, Ben, 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 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 CHEUNG Chi-wei	Engineer/NTW1, Civil Engineering and Development Department
Mr LEE Shing-fai, Henry	Executive Officer (Development), Tsuen Wan District Office

Tsuen Wan District Council Secretariat Representatives

Mr CHONG Kong-sang, Patrick	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 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 5

Mr WU Kin-keung	General Manager, Long Win Bus Company Limited
Mr Jeff Poon	Assistant Manager (Operations), Long Win Bus Company Limited
Mr NG Chun-pong	Senior Operations Manager, Long Win Bus Company Limited
Mr Rayson Law	Planning and Support Officer I (Administration and Planning), Long Win Bus Company Limited

For discussion of item 6

Ms Ava HO	Assistant Public Relations Manager-External Affairs, Mass Transit Railway Corporation Limited
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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, representatives of the Government and corporations to the 4th meeting of the Traffic and Transport Committee (T&TC) and introduced Mr CHONG Kong-sang, who replaced Mr LEUNG Chun-hei, Winsor to assume the post of Assistant District Officer (Tsuen Wan) (ADO (TW)) as well as Mr CHEUNG Chi-wei, Engineer (NTW) 1, Civil Engineering and Development Department (CEDD), who attended this meeting on behalf of Mr FUNG Ka-ho.

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

II Item 1: Confirmation of Minutes of the Meeting held on 9.5.2016

3. The views and enquiries of Mr TSANG Tai, Mr LAM Faat-kang, the Vice Chairman and Mr WONG Wai-kit were summarised as follows:

- (1) it was opined that the contents in paragraph 50(6) of the minutes of the T&TC meeting held on 9 May 2016 were correct, stating that “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.” However, some Members gave different interpretations to and wrongly applied the aforesaid record at occasions other than T&TC meetings. It was hoped that this could be clarified during the meeting;
- (2) the enquiries raised by some members were not understood. It was hoped that the Chairman would allow the Members concerned to explain about them;
- (3) it was considered that discussion on this agenda item should focus on the correctness of the minutes of the meeting held on 9 May 2016; and
- (4) it was suggested that this paragraph of minutes of meeting should state who raised the comments.

4. The Chairman responded that the Member concerned had confirmed this paragraph of minutes of meeting and therefore amendment to such paragraph by the Secretariat was not required. In the case of misinterpretation or wrong application of the content by other people, Members concerned might lodge a complaint to the relevant government departments.

5. 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 48-60 of the Minutes of the Meeting held on 9 May 2016: Proposal on Narrowing the Pedestrian Road at the Corner next to the Adventist Hospital in order to Widen the Carriageway off the Pedestrian Road

6. Engineer/Tsuen Wan 1 (Engr/TW 1) of the Transport Department (TD) reported that the TD had formulated the works proposal in June 2016, and would conduct local consultation in early July 2016.

(B) Paragraphs 65-70 of the Minutes of the Meeting held on 9 May 2016: Request for Discussion of the Chaotic Traffic at Sai Lau Kok Road

7. Senior Transport Officer/Tsuen Wan (Sr Transp Offr/TW) of the TD reported that the TD had conducted site inspections on the utilisation of the lay-by off the multi-storey carpark building at Sai Lau Kok in November 2015 and illegally parking of residents' coaches was not identified near the said lay-by. However, the TD would continue to closely monitor the utilisation of this lay-by.

8. Engr/TW 1 of the TD reported that the TD proposed to extend the lay-by off Waldorf Centre for about 25 metres. A local consultation exercise about the proposal would be conducted in mid July 2016.

IV Item3: Propose to Provide a Pedestrian Crossing at Castle Peak Road near the Main Entrance of Hong Kong Garden

(T&TC Paper No. 11/16-17)

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

10. Engineer/Tsuen Wan 2 (Engr/TW 2) of the TD responded that the design of the related junction complied with the guidelines of the “Transport Planning and Design Manual” on priority junction. According to the “Road Users’ Code”, vehicles turning right to enter Hong Kong Garden had to give way to vehicles on the main road heading for Castle Peak Road eastbound. Motorists had to ensure road safety and avoid causing obstruction before passing through the junction. The TD was concerned about the road safety at the above-mentioned junction and had improved the road markings at the junction to enhance road safety in 2014. These included the provision of a hatched area for vehicles turning right in order to warn motorists who were making right turn into Hong Kong Garden to be vigilant of the traffic coming from the opposite direction; and the reduction in number of traffic signs at the central median in order to improve the sightline of motorists. Furthermore, as the TD noted that a few traffic accidents involving bicycles occurred recently, it recommended the adoption of the following measures to further enhance the road safety of the road section. These included regular trimming of plants grown at the central median by the Leisure and Cultural Services Department to avoid obstructing vision of motorists; studying the reduction of speed limit from 70 km to 50 km per hour for vehicles travelling on the section of Castle Peak Road eastbound off the junction of Hong Kong Garden; providing additional traffic signs to warn motorists the possible presence of cyclists on the road ahead and the possible right turning movement of vehicles into Hong Kong Garden; and provision of an additional bus stop underneath the footbridge to facilitate pedestrians crossing the road more conveniently.

11. Officer-in-Charge, District Traffic Team (Tsuen Wan) (OC Dist Traffic Team (TW)) of the Hong Kong Police Force (HKPF) said that during a meeting of the New Territories South Regional Traffic Accident Investigation Unit to be held in July 2017, he would discuss with officers of the Road Safety Team about the causes of the aforesaid traffic accidents.

12. The views and enquiries of Ms LAM, Lam Nixie, Mr CHENG Chit-pun, Mr WONG Wai-kit, Mr KOT Siu-yuen and the Vice Chairman were summarised as follows:

- (1) Castle Peak Road was not “bicycle friendly” because of non-provision of cycle tracks along its sides. Amateur cyclists of weaker safety awareness were susceptible to accidents at the aforesaid location;
- (2) it was concerned about the problem of sightline obstruction of motorists driving at Tsing Lung Tau;
- (3) it was suggested that the TD should work out a clear timetable to introduce measures for solving the problem of recurrence of traffic accidents at the corner of Hong Kong Garden as soon as possible;
- (4) it was recommended to add solid double white lines and yellow box marking at the corner where vehicles turning from Castle Peak Road into Hong Kong Garden;

- (5) it was opined that relocation of the bus stop to the footbridge would be inconvenient for the elderly, and proposed to install a lift at the footbridge;
- (6) it was proposed to install red light cameras on Castle Peak Road to achieve deterrent effects;
- (7) it was proposed to add stop line at the location on Castle Peak Road westbound where vehicles could turn right;
- (8) it was proposed to relocate the bus stop to facilitate the elderly to cross the road safely; and
- (9) it was hoped that the TD would consider providing additional pedestrian crossing near the footbridge.

13. The Chairman said that, according to the Policy Address, there would be three additional lifts installed in Tsuen Wan. Locations of lift installation would be decided on a need basis after the Highways Department (HyD) had completed the relevant study report.

14. Engr/TW 2 of the TD replied that provision of additional pedestrian crossing was not considered because it would be safer for pedestrians to use the footbridge to cross the Castle Peak Road. The TD had noted the recommendations of Members such as provision of stop lines and yellow box marking as well as installation of speed enforcement camera. The TD had consulted the local community on the details about the construction of an additional bus stop and would conduct a consultation on the proposals at district level. If the results of the consultations was satisfactory, the TD would make arrangement for HyD to implement the works so as to expedite the construction of a standard alighting/boarding bay for bus to pick up/drop off passengers.

15. OC Dist Traffic Team (TW) of the HKPF reported that a total of 10 traffic accidents involving bicycles were recorded at the location from 1 January to 3 July 2016. Therefore, the Road Safety Team of the Police had arranged for distribution of information flyers to cyclists for seven exercises, reminding them to be alert of road safety. The Police had also issued 35 summonses to traffic offenders violating the stipulation regarding prohibited zone in the same period.

16. Mr NG Hin-lung, Norris was pleased to learn that the Government had followed up on the proposal, but pointed out that motorists passing the location on their vehicles might not comply with traffic rules if the departments concerned failed to take enforcement action on a regular basis. Moreover, minibus drivers stopped at the slow lane from time to time for picking up or dropping off passengers who would consequently crossed the road without following traffic rules. He suggested that the TD should still consider providing additional pedestrian crossing to satisfactorily tackle the problem.

17. The Chairman said that the TD should actively study the solution by means of changing speed limit from 70 km to 50 km per hour for vehicles entering Hong Kong Garden at the junction on Castle Peak Road eastbound. Before the installation of speed enforcement camera, the Police could step up enforcement and increase the frequency of spot check for a deterrence.

V Item 4: Request for a Review and Cancellation of the Signs of Road Restriction
(T&TC Paper No. 12/16-17)

18. The Vice Chairman introduced the paper.

19. Engr/TW 2 of the TD cited Route Twisk responded that taking Route Twisk as an example, road conditions including width, curvature and slope of road, etc. were the main considerations of the TD in determining whether a prohibited zone for all motor vehicles of certain length was to be designated. Drivers of all motor vehicles exceeding 10 metres in length, except those with permits issued by the Commissioner for Transport, would be prohibited from driving such vehicles into Route Twisk 24 hours daily. Appropriate traffic signs would also be provided on the road to remind drivers of the prohibition. If there was a practical need for a vehicle to use Route Twisk, an applicant might apply to the TD for a Prohibited Zone Permit. The arrangement for designating prohibited zones and issuing permits to drivers with practical needs was a more effective traffic management measure to ensure road safety.

20. The views and enquiries of Mr CHAN Yuen-sum, Sumly, Ms LAM Yuen-pun, Phyllis and the Vice Chairman were summarised as follows:

- (1) Tai Mo Shan was a popular scenic spot, and many tourist coaches often went there via Route Twisk. Apart from tourist coaches, many large vehicles exceeding 10 metres in length frequently passed through this road. It was, therefore, wondered why tourist coaches were also restricted for using Route Twisk and only those having obtained Prohibited Zone Permits through application by operators could travel there;
- (2) if the TD considered that some road sections might be dangerous to road users, it might erect signs as a reminder to the public for this;
- (3) the practice requiring operators to apply for Prohibited Zone Permits was out of date. The TD should review the restrictions and consider whether it was possible to streamline the application procedure or extend the validity period of such permits so as to save the processing time of the application documents by the department and applying companies;
- (4) it was suggested that the TD should consider formulating road planning and road improvement for Route Twisk to enhance road safety; and
- (5) it was suggested that additional passing bays be provided to mitigate the problem of congestion.

21. Engr/TW 2 of the TD responded that the TD would review the road conditions of Route Twisk from time to time. As vehicles exceeding 10 metres in length might have to take a different course at some bends of Route Twisk, the TD, having taken into account the road conditions, imposed restriction on length of vehicle to ensure road safety. He added that drivers of all large vehicles exceeding 10 metres in length (including franchised buses) were required to apply for Prohibited Zone Permits beforehand for using Route Twisk. The TD was aware of the concerns of the industry and would process applications for Prohibited Zone Permits according to actual circumstances as soon as practicable. It would also upgrade Route Twisk at suitable locations under practically feasible circumstances after taking the mountainous terrain and road conditions into account.

22. Mr CHAN Yuen-sum, Sumly said that application for a Prohibited Zone Permit was required every time if a large vehicle exceeding 10 metres in length was to be driven along Route Twisk. The application procedure was really complicated. They therefore asked the TD about the vetting criteria for franchised buses and large vehicles under application for Prohibited Zone Permits, and hoped that it could ensure fair treatment to all applications.

23. Engr/TW 2 of the TD responded that he would provide supplementary information after the meeting. The TD would consider the views of the parties and discuss with the industry the process of optimising the application

(Post-meeting note: The TD submitted the information on 26 August 2016. The Secretariat distributed the information for Members' perusal.)

VI Item 5: Request for a Comprehensive Improvement of the Problem of Insufficient Bus Services in Tsing Lung Tau As Soon As Possible
(T&TC Paper No. 13/16-17)

24. The Chairman said that the paper was submitted by the Hon TIEN Puk-sun, Michael and Mr CHENG Chit-pun, and introduced Ms Peggy WONG, Assistant Manager (Planning and Development) of Kowloon Motor Bus Company (1933) Limited (KMB), Mr Ken WONG, Senior Operations Officer, Lai Chi Kok Depot of the KMB and Mr WU Kin-keung, General Manager of Long Win Bus Company Limited (Long Win), who were responsible for responding to this agenda item.

25. Mr CHENG Chit-pun introduced the paper.

26. 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 27 June 2016.

27. Sr Transp Offr/TW of the TD responded that the TD had consulted the T&TC and the Task Force on Public Transport Network on the Bus Route Planning Programme (BRPP) 2016-17 for Tsuen Wan District during their meetings held in March 2016 as well as in March and May 2016 respectively. Having consolidated the views given by the relevant TWDC Members, the TD prepared a summary of items to be implemented and items to be adjusted in BRPP on 28 June 2016 and distributed to Members for information. These items included extension of routing of the two additional special departures of Route 48P by departing from Tsing Lung Tau and withdrawal of the proposed frequency reduction of Route 53 for reprioritization of resource allocation to Route 234B. As extension of routing of Route A31P via Hong Kong Garden would result in about 10 more minutes of the journey time, the proposed frequency level of operating this route could not be maintained with resources available at present. Therefore the TD had reservation on the proposal and recommended passengers to interchange for Route A31P at Sham Tseng. The TD would continue to closely monitor the passenger demand of local residents for and the traffic pattern of airbus service and, if necessary, take appropriate measures to improve the service.

28. Senior Operations Manager of the KMB responded that, having considered the views of residents, the KMB agreed to extend the routing of the two additional special departures of Route 48P by departing from Tsing Lung Tau and to shelve the proposal of frequency

reduction of Route 53 for allocation of resources freed up to operate Route 234B. Routes 234A and 234B were providing coordinated services between Tsuen Wan West MTR Station and Sea Crest Villa every 5 to 10 minutes per headway during peak hours. As re-routeing of Route 234B via Tsing Lung Tau Tsuen would result in longer journey time and violation to the operation of the coordinated services, the KMB had reservation to the proposal. Currently, residents in Tsing Lung Tau might travel in Tsuen Wan with Route 53, and the KMB would continue to closely monitor the operation of this route.

29. General Manager of the Long Win responded that the recommended frequency for Route A31P was 60 minutes per headway and the journey time was about 54 minutes per trip. The proposed re-routeing of this Route to via Hong Kong Garden might increase the journey time by about 5 minutes, resulting in reduced rest time of bus captains at bus terminus correspondingly. Owing to limited resources, extension of the routeing of Route A31P to pass Hong Kong Garden could not be introduced at this stage. Notwithstanding, he would continue to strive for resources from the company to implement the proposal.

30. The views and enquiries of Mr WONG Wai-kit, Mr NG Hin-lung, Norris, Mr CHENG Chit-pun and the Hon CHAN Han-pan, Ben were summarised as follows:

- (1) the traffic condition of the road section at Tsing Lung Tau was relatively stable with much less traffic congestion when compared with that in the town centre. It was hoped that the Long Win would consider allocating more resources to operate Route A31P by extending the routeing to Tsing Lung Tau;
- (2) as many residents in the district were practitioners of the aviation sector and persons having to travel from and to Hong Kong frequently for overseas duty, the demand for airport bus services was great;
- (3) the proposed frequency of Route A31P was 60 minutes with journey time of about 54 minutes. The buffer time between two trips was not too long. If congestion was encountered during a trip, lost trip of Route A31P would easily occur. Therefore, it was recommended an increase in frequency for Route A31P for stable provision of service and extension of routeing of Route A31P Tsing Lung Tau;
- (4) it was recommended the Long Win to regularly review the operational data after implementing the operation the new Route A31P and make further improvement subject to the actual needs of residents;
- (5) as regards the TD's suggestion that residents of Tsing Lung Tau should interchange for Route A31P at Sham Tseng, it did not facilitate convenience to them for using this bus service. It was suggested that the Long Win should consider providing a bus stop for alighting passengers at Tsing Lung Tau Tsuen during non-peak hours;
- (6) it was considered undesirable of not extending the routeing of Route A31P to Tsing Lung Tau and hoped that the TD would carefully consider how to allocate the resources to meet the unsatisfied demand of residents along Castle Peak Road for airport bus services for many years;
- (7) if extension of routeing of Route 234B was to take place, careful planning was required so that the existing service level provided to residents would not be adversely affected; and

- (8) the waiting time of passengers for buses operating Route 53 was too long. It was hoped that the KMB would actively consider increasing the frequency of return trips on Route 234B during peak hours in order to shorten the waiting time of residents for bus service.

(Note: Mr WONG Fah-man left the meeting at 3:10 p.m.)

31. Senior Operations Manager of the KMB responded that the passenger volume of Route 53 for travelling between Tsing Lung Tau Tsuen and Hong Kong Garden was not high and the demand for increase in frequency was yet to appear. The KMB would closely monitor the situation and, in the case of significant increase in passenger volume, would formulate solutions to cope with the situation. The KMB would also study the routeing of Route 234B (heading for Tsing Lung Tau via Sea Crest Villa), and hoped that bus stops for setting down passengers would be provided at Tsing Lung Tau Tsuen without affecting the existing journey time.

32. General Manager of the Long Win responded that although changes could not be made by the Long Win for the time being due to limited resources, they would continue to try their best to improve the service.

33. The Chairman concluded that Members had expressed their request for provision of additional bus stop at Tsing Lung Tau Tsuen for drop-off, and hoped that the bus company would review the service of the new route within three months after launching operation for optimisation of service.

(Note: Mr CHAN Chun-chung, Jones joined the meeting at 3:58 p.m.)

VII Item 6: Request for Construction of a Lift at Exit A of Tai Wo Hau MTR Station and Construction of Crossing Facilities from Castle Peak Road to Kwok Shui Road
(T&TC Paper No. 14/16-17)

34. The Chairman said that the paper was submitted by Mr CHAN Yuen-sum, Sumly and introduced Ms Ava HO, Assistant Public Relations Manager-External Affairs (APRM-EA) of Mass Transit Railway Corporation Limited (MTRCL), who was responsible for responding to this agenda item.

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

36. Engr/TW 2 of the TD responded that, among the existing facilities for pedestrians to cross Castle Peak Road, there were a footbridge and a pedestrian subway provided on the section of Castle Peak Road within 500 metres away from Kin Chuen Street. Residents along Kwok Shui Road might cross Castle Peak Road with these facilities according to their destination. Therefore, the TD did not plan for providing additional crossing facilities on Castle Peak Road at this stage

37. APRM-EA of the MTRCL responded that barrier-free access facilities were already provided at all MTR stations to meet the needs of the public. Eighty-one out of the 87 MTR stations in total had been installed with lifts connecting station concourse and ground

level/other station concourse. The MTRCL would provide additional lifts by according priority to the remaining six stations without lifts connecting station concourse and ground level. MTRCL had to take into account various factors such as patronage, technical feasibility and resources in upgrading station facilities. The MTRCL had been monitoring the utilisation of Exit A in Tai Wo Hau MTR Station which, in its opinion, was of low patronage and the lift installed there was also in good condition. Therefore, provision of an additional lift at this exit would not be considered at this stage. Since late 2014, the MTRCL had deployed more staff for maintaining the order of pedestrians at the Tai Wo Hau footbridge. The MTRCL noted Members' views and would consider them when upgrading station facilities in the future.

38. The views and enquiries of the Vice Chairman, Mr CHAN Yuen-sum, Sumly, Mr CHAN Chun-chung, Jones and Mr CHENG Chit-pun were summarised as follows:

- (1) many housing projects in the vicinity of Kwok Shui Road were completed gradually in recent years, causing rapid increase in population and gross inadequacy of transport facilities. Residents travelling between Kwok Shui Road and Exit A of Tai Wo Hau MTR Station had to pass through a staircase of many steps at present, but it was very inconvenient for the elderly, disabled persons and pregnant women. Therefore, the relevant departments were requested to install a lift at the aforesaid exit for residents with such needs;
- (2) as residents travelling between Castle Peak Road and Kwok Shui Road had to take a very circuitous route. Many residents preferred to cross Castle Peak Road casually but dangerously for convenience;
- (3) the lift installed at Exit B of Tai Wo Hau MTR Station was of high patronage and was, for most of the time, fully loaded at the flyover level connecting the station. As a result, it was difficult for mobility-handicapped persons waiting the lift on the ground level to access to the station with this facility; and
- (4) it was suggested that the relevant departments should consider some other solutions such as construction of underground pedestrian walkway or ramp.

(Note: The Hon CHAN Han-pan, Ben joined the meeting at 4:00 p.m.)

39. Engr/TW 2 of the TD replied that residents accessing between Kwok Shui Road and Tai Wo Hau MTR Station might choose to use the ramp provided along the footpath connecting Tai Wo Hau MTR Station and the park beside it.

40. The Chairman said that the lift installed at Exit B of Tai Wo Hau MTR Station was highly utilised at present and the needy could hardly use it. He suggested that the MTRCL should deploy more staff to assist residents in using the barrier-free facilities on ground level. In regard to the proposed construction of flyovers, the Chairman suggested that the TWDC Members concerned should discuss on viable solutions with officers of the TD of Kwai Tsing district.

(Note: Mr WONG Man-chau left the meeting at 4:12 p.m.)

VIII Item 7: 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 16 June 2016)
(T&TC Paper No. 15/16-17)

41. District Engineer/Tsuen Wan (Dist Engr/TW) of the HyD introduced the paper.
42. The views and enquiries of Mr LAM Faat-kang, Mr CHAN Chun-chung, Jones, Mr KOT Siu-yuen, Ms LAM Yuen-pun, Phyllis, Mr MAN Yu-ming and Mr NG Hin-lung, Norris were summarised as follows:
- (1) it was enquired about the details of works of Project No. NE/16/00532 (Pedestrian Crossing Facilities Improvement Project on Route Twisk near Fu Yung Shan Road) and Project No. NE/16/00405 (Traffic Marking Improvement Project on Sai Lau Kok Road near Wai Tsuen Road);
 - (2) it was thanked the HyD for commencing Project No. NE/16/00563 (Provision of Additional Pedestrian Crossing Facilities on Sam Tung Uk Road near Wo Yi Hop Road);
 - (3) it was suggested that the HyD should give prior notification to the TWDC Members about the plan and progress of a project and report at the T&TC meetings on the maintenance works which were constantly in progress;
 - (4) it was thanked the HyD for completing Project No. NE/15/00833 (Pedestrian Crossing Facilities Improvement Project on Hoi Pa Street near Hoi Pa Street Government Primary School) and enquired about the progress of removing the road markings at the pedestrian crossing;
 - (5) it was enquired about the location and progress of Project No. NE/16/00889 (Provision of Additional Motorcycle Parking Space in On Yat Street near Allway Gardens) and Project No. NE/15/01687 (Additional Provision of Motorcycle Parking Space in On Yat Street near Tsuen King Circuit Market);
 - (6) it was enquired about the details of works of Project No. NE/16/00412 (Traffic Marking Improvement Project on Route Twisk near Tso Kung Tam Outdoor Recreation Centre);
 - (7) it was enquired whether the works of Project No. NE/16/00968 (Road and Traffic Marking Improvement Project at the junction of Cheung Pei Shan Road and Wo Yi Hop Interchange) could be expedited, and whether diversion measures of vehicular traffic would be taken when the project was in progress in order to avoid the occurrence of traffic congestion in areas such as Lei Muk Shue, Cheung Shan and Shek Wai Kok, etc.; and
 - (8) regret was expressed at the commencement of works of Project No. NE/16/00510 (Installation of Additional Signs indicating “Use of Footbridge” on Castle Peak Road - Tsing Lung Tau near Hong Kong Garden).
43. Dist Engr/TW of the HyD responded as follows:
- (1) the works of Project No. NE/16/00405 included installation of additional Signs indicating “Prohibited Zone” which was completed already;

- (2) the works of Project No. NE/16/00532 included improvement works to pedestrian crossing facilities at the junction on Route Twisk near Fu Yung Shan Road. Application for an excavation permit for implementation of the works concerned by the HyD was underway, and the works would be commenced immediately after approval to the application was obtained;
- (3) in regard to Project No. NE/15/00833, the HyD would urge the contractor to remove the road markings at the pedestrian crossing on Hoi Pa Street near Hoi Pa Street Government Primary School as soon as possible; and
- (4) the HyD would, in general, give prior notification to the TWDC Members of constituencies concerned and residents nearby before commencement of works. After the launch of works, it would urge the contractors to complete the works expeditiously. The HyD would also submit the proposed temporary traffic management measures to the TD for approval prior to commencement of works to ensure that works implementation would not cause obstruction to traffic flow. In case traffic congestion occurred during works implementation, the HyD would make adjustments to the traffic arrangement to minimise the impact on the public.

44. Engr/TW 1 of the TD responded that, in regard to Project No. NE/16/00889 and Project No. NE/15/01687, the TD had designated motorcycle parking spaces on On Yat Street near Block F of Allway Gardens and a motorcycle berth on On Yat Street near Tsuen King Circuit Market.

45. Engr/TW 2 of the TD responded that Project No. NE/16/00412 involved provision of an additional traffic sign “Slow” near Kwong Pan Tin Tsuen whereas the bus company would provide an additional bus stop downhill upon completion of the works.

46. The views and enquiries of Mr CHOW Ping-tim, Mr CHENG Chit-pun, the Hon CHAN Han-pan, Ben, the Vice Chairman and Mr MA Ting-hei were summarised as follows:

- (1) the relevant departments were requested to submit papers and plans of the project documents for reference by Members before T&TC meetings;
- (2) the departments concerned were thanked for completing Project No. NE/16/00356 (Provision of Additional Motorcycle Berth and Signs Improvement Project near Anton Villa at No. 33 Castle Peak Road - Ting Kau, and suggested that the motorcycle parking space be relocated closer;
- (3) it was enquired whether Project No. NE/15/01306 (Widening of Carriageways as well as Road and Riding Surface Traffic Sign Improvement Project on Castle Peak Road - Sham Tseng near Bellagio) involved widening of pedestrian refuge;
- (4) it was enquired whether Project No. NE/16/00778 (Traffic Marking Improvement Project at the junction of Luen Yan Street and Yeung Uk Road) involved re-setting of traffic light signal, and enquired about the relevant works schedule;
- (5) it was suggested that light signal should be adjusted appropriately at the time the works of Project No. NE/16/00832 (Widening of Carriageway as well as Road and Riding Surface Traffic Sign Improvement Project on Wang Lung Street near Lung Tak Street) was in progress in order to mitigate traffic congestion;
- (6) the departments concerned and contractors were reminded to attach great importance to road safety during works implementation to avoid accidents;

- (7) it was recommended that the departments concerned should consider about the impact of the additional traffic lights to be installed in Wang Lung Street on the traffic in the surrounding areas such as City Point, Riviera Gardens and Waterside Plaza, etc.; and
- (8) it was enquired about the schedule of the second phase of Project No. NE/14/00768 (Widening of Carriageway, Road Improvement and Trial Pit Works of Riding Surface Traffic Signs in Mei Wan Street near Discovery Park).

47. Engr/TW 1 of the TD responded that Project No. NE/16/00778 involved in changing location of the existing traffic signs to indicate the Non-stopping Restricted Area provided at the junction of Luen Yan Street and Yeung Uk Road. It aimed to remind motorists of the existing arrangement of Non-stopping Restricted Area without alteration to the scope or period of the existing Non-stopping Restricted Area. As for Project No. NE/16/00832, the TD would implement the traffic improvement works in Wang Lung Street in phases, and would examine the traffic condition in the area upon completion of each phase in order to make appropriate traffic arrangement. The TD would also review the setting of traffic lights installed at Wang Lung Street and Ma Tau Pa Road to cater for traffic stream in a timely manner.

48. Engr/TW 2 of the TD responded that, in regard to designation of place for provision of additional motorcycle parking berth under Project No. NE/16/00356, the TD had to give careful deliberation to the needs of drivers of both motorcycles and private cars, and try to achieve a proper balance between them. Besides, Project No. NE/15/01306 involved widening of the lay-by off Bellagio Mall.

49. Dist Engr/TW of the HyD responded that, in regard to Project No. NE/14/00768, the works of the first lay-by project on Mei Wan Street was completed in April 2016. The HyD was currently in discussion with the public utility companies on relocation of their facilities, and the works of the second lay-by would be launched as soon as possible. Besides, the HyD had delivered documents and plans of the project to the Secretariat for distribution to the meeting for reference.

50. The Chairman said that Members might consider contacting the relevant departments before T&TC meetings for information on works progress of projects. As the file size of the documents submitted by the HyD was too big, the Secretariat was unable to pass on the information to the meeting by e-mail. He would find an effective way of file transfer with the Secretariat after the meeting.

51. The views and enquiries of Mr LAM Faat-kang and Mr CHOW Ping-tim were summarised as follows:

- (1) in regard to Project No. NE/16/00405, it was enquired why the department concerned installed additional signs indicating "Prohibited Zone" at Sai Lau Kok Road near Wai Tsuen Road;
- (2) in regard to Project No. NE/16/00532, it was enquired why the department concerned provided additional pedestrian crossing facilities on Route Twisk near Fu Yung Shan Road; and

- (3) it was worried that the prolonged stopping time of vehicles caused by re-setting of the traffic signals in Wang Lung Street, together with the frequent occurrence of illegal parking in the vicinity of Ma Tau Pa Road area, might result in aggravated traffic congestion problem in Tsuen Wan. Therefore, it was thought that the departments concerned should conduct consultation about this in a serious and comprehensive manner.

52. The Chairman said that the HyD had commissioned consultants to study the traffic condition in the area of Tsuen Wan Road, Yeung Uk Road, Ma Tau Pa Road and Texaco Road. He had suggested that the department concerned should deliver the relevant information to the T&TC for discussion prior to commencement of studies. As the proposed arrangements of traffic lights in Wang Lung Street and Ma Tau Pa Road would affect the traffic flow at the said sites, he hoped that the departments concerned would consult TWDC Members about the proposals.

53. Engr/TW 2 of the TD responded that the improvement works to pedestrian crossing facilities on Route Twisk near Fu Yung Shan Road under Project No. NE/16/00532 mainly included improvements to the existing cautionary crossing on Fu Yung Shan Road and the provision of an additional traffic sign “Slow” in front of a zebra crossing on Route Twisk, serving to respond to the aspirations of local residents.

54. Engr/TW 1 of the TD responded that Project No. NE/16/00405 involved provision of additional traffic signs to indicate the Non-stopping Restricted Area provided at Sai Lau Kok Road near Wai Tsuen Road. It aimed to remind motorists of the existing arrangement of Non-stopping Restricted Area without alteration to the scope or period of the existing Non-stopping Restricted Area. The TD would also implement the traffic improvement works in Wang Lung Street in phases, and would examine the traffic condition in the area upon completion of each phase and review the setting of traffic lights installed at Wang Lung Street and Ma Tau Pa Road in a timely manner so as to make appropriate traffic arrangement. The TD would maintain communication with the relevant TWDC Members in these matters.

55. OC Dist Traffic Team (TW) of the HKPF added that, as suggested by the Police, the TD should provide additional signs indicating “Prohibited Zone” in the vicinity of Sai Lau Kok Road near Wai Tsuen Road to facilitate law enforcement and enhance the safety awareness of motorists.

(Note: Mr CHOW Ping-tim left the meeting at 4:54 p.m.)

IX Item 8: Application for District Council Funds as regards Activities Co-organised by the Working Group on Road Safety Education and Promotion and District Organisations
(T&TC Paper No. 16/16-17)

56. The Secretary introduced the paper and read out the list of Members who were concurrently the Members of the Working Group on Road Safety Education and Promotion, so as to indicate that they had made declaration of their membership. The membership list was set out in Annex I.

57. Mr CHAN Sung-ip declared his vice chairmanship of the Tsuen Wan Safe and Healthy Community Steering Committee. The Chairman and the Vice Chairman declared membership of the Tsuen Wan Safe and Healthy Community Steering Committee. As the Chairman and the Vice Chairman had declared an interest, Members agreed that Mr WONG Wai-kit took over the chair temporarily. The Acting Chairman asked if Members needed to make declaration of interests. No Member made declaration of interests. The Acting Chairman determined that Members who were concurrently the Members of the Tsuen Wan Safe and Healthy Community Steering Committee could speak and vote on the matter. Members who had declared other interests could remain in the meeting as observers but they could not speak or vote on the matter.

58. The views and enquiries of Ms LAM Yuen-pun, Phyllis, Mr CHAN Sung-ip, Mr CHAN Chun-chung, Jones and Ms LAM, Lam Nixie were summarised as follows:

- (1) it was enquired about the mode, frequency and effectiveness of organising the Tsuen Wan District Road Safety Carnival (the Carnival);
- (2) the Carnival was an one-day event held annually, comprising a rich variety of programmes, achieving satisfactory results and attracting a number of participants including parent-child-participation. The event could really help raise the awareness of residents in road safety; and
- (3) it was recommended early invitation to the TWDC Members for participating in the Carnival.

59. Members approved three funding applications as follows:

<u>Name of Activity</u>	<u>Applicant Organisation/ Co-organiser</u>	<u>Amount Approved (\$)</u>
(1) Lecture on Road Safety in Tsuen Wan District for the Elderly	Tsuen Wan Safe and Healthy Community Steering Committee	17,000.00
(2) Model Pedestrians Commendation Day in Tsuen Wan District	Hong Kong Lutheran Social Service Jockey Club Riviera Gardens Lutheran Integrated Service Centre	21,500.00
(3) Tsuen Wan District Road Safety Carnival	Hong Kong Lutheran Social Service Jockey Club Riviera Gardens Lutheran Integrated Service Centre	187,804.00

(Note: Mr TAM Hoi-pong left the meeting at 5:22 p.m.)

X Item 9: Progress Reports of Working Groups under the Traffic and Transport Committee

(A) Working Group on Tsuen Wan Footbridge Network

60. Mr KOO Yeung-pong reported that the Working Group had conducted a site visit with officers of the HyD on 27 June 2016. According to the information provided by the HyD, the funding application in regard to Footbridge D had been endorsed by the Public Works Subcommittee under the Finance Committee (FC) of the Legislative Council (LegCo) on 20 April 2016 and approved by the FC of the LegCo on 13 May 2016. The advance works of

the project included relocation of the existing underground electricity cables and underground gas pipes. Arrangements with the relevant public utilities for implementation of such works were underway. Besides, the HyD had further discussion with the property management agencies of Tsuen Wan Plaza and Skyline Plaza on the details of the works in April and May 2016 respectively, and desirable progress was achieved.

(B) Task Force on Public Transport Network

61. Mr CHENG Chit-pun reported that the Task Force had held its second meeting on 26 May 2016 and continued to follow up on the seven items, which included request the TD to provide motorcycle parking spaces at suitable locations in Tsuen Wan District as soon as possible to meet the demand of local motorists; strongly request the Police and the TD to take immediate action to tackle the current traffic congestion on Luen Yan Street strictly and seriously in order to address the problem of disruption to public bus services and to improve the traffic flow in the area; strongly request the TD to urge the operators of various means of public transport to submit a proposal concerning the adjustment of transport service frequency to cope with the urgent demand as a result of a sudden surge of passengers; request to strengthen enforcement action against illegal parking at the Residents' Service stop off Sai Lau Kok Multi-storey Carpark Building and to work out improvement measures; strongly request the TD to promptly study the proposal of widening and improving the relevant road sections on Wing Tak Street and of providing taxi pick-up and drop-off parking spaces for the convenience of visitors and residents travelling to and from City Point; as well as requesting the HKPF to strengthen enforcement action on Wing Tak Street and Wing Shun Street to avoid aggravated traffic problem and maintain a smooth traffic flow on Tsuen Wan waterfront; and Bus Route Planning Programme 2016-2017 for Tsuen Wan District. Besides, Members also discussed the agenda items of "Propose to Relocate the Passenger Drop-off Point of Green Minibus No. 84 from Sheeny Terrace to Joyful Building" and "Discussion of the Details of Survey Projects of the Task Force for the Current Year" at the meeting. The third meeting of the Task Force would be held on 20 July 2016.

(C) Working Group on Road Safety Education and Promotion

62. The Vice Chairman reported that the first meeting of the Working Group was held on 8 June 2016. Members agreed on the arrangements and budgets of the three activities to be jointly organised with district organisations, including "Lecture on Road Safety in Tsuen Wan District for the Elderly", "Model Pedestrians Commendation Day in Tsuen Wan District" and "Tsuen Wan District Road Safety Carnival".

XI Item10: Any Other Business

63. The views of Mr KOT Siu-yuen and Mr TSANG Tai were summarised as follows:

- (1) as illegal parking in Fuk Loi Lane was common at night and violation of traffic rules by motorists were frequent at the junction of Lo Tak Court in the afternoon, it was hoped that the Police would step up the enforcement action; and
- (2) it was asked whether the T&TC would reprimand the persons who had misrepresented the contents of the minutes of meetings of the Committee.

64. OC Dist Traffic Team (TW) of the HKPF responded that the Police would take specific enforcement action at Fuk Loi Lane that evening.

65. The Chairman said that all recordings of the TWDC meetings would be uploaded onto its official website for reference by the public. If Members opined that the Secretariat failed to truly record the contents of discussion at a meeting, they might propose to make amendment to the minutes of meeting. However, if the contents of the minutes of meeting presented on other occasions by an individual appeared to be distorting or even defamatory, it would be difficult for the T&TC to take action against such conduct.

66. The views of Ms LAM, Lam Nixie, the Hon CHAN Han-pan, Ben, Mr WONG Wai-kit, Mr LI Hung-por, Mr CHAN Yuen-sum, Sumly, Mr TSANG Tai, Mr LAM Faat-kang and Mr KOO Yeung-pong were summarised as follows:

- (1) according to the Standing Orders, the minutes of Committee meetings were presented in the form of summary. Therefore, it was proposed that the T&TC might confirm the record of speeches of all Members by mail upon request;
- (2) it was recommended that Members having misquoted the minutes of meeting had to clarify about this at a Committee meeting;
- (3) it was reminded that those having misquoted the minutes of meeting had to be mentally prepared to have liability for such deed;
- (4) as the Member concerned did not clearly state the agreement to the proposal and raised question about it that day, it was perceived that such Member disagreed to the proposal;
- (5) it was agreed to the proposal without expressing disagreement at the Committee meeting, and raised questions for the sake of the safety of road users, hoping that the departments concerned could provide additional signs there;
- (6) some of them opined that the Chairman should give Members sufficient time to explain about the dispute. Only after Members had fully understood the case could they decide whether the agenda concerned would be submitted to the Finance and In-house Working Group for discussion;
- (7) it was considered that the Chairman chaired meetings fairly and properly, and his judgment should not be queried groundlessly;
- (8) it was enquired whether the road access to Tong Kwu Shek was under the management of the HyD and the TD. As there was no way back for vehicles having entered this access, illegal parking of vehicles and obstruction of traffic were thus caused. The Yuen Yuen Institute had lodged complaint to the Police. It was found that there were still vehicles parking at the said site at 11:00 a.m. The Police, TD and HyD were requested to tackle the problem; and
- (9) members of the public complained that illegal parking of motorcycles and placing of scrap tyres were frequently found at the service lanes in the district such as Heung Wo Street. It was worried about safety problems and the departments concerned were requested to solve the problem.

67. The Chairman said that if Members considered it necessary to amend the Standing Orders for avoidance of misrepresentation or misquotation of the minutes of meetings, they might submit proposal about this to the Finance and In-house Working Group for discussion. He would also work with the Secretariat to study the viability of confirming the record of speeches of individual Members. As the minutes of meeting concerned was not misquoted at a Committee meeting, it was inappropriate to seek clarification at a Committee meeting.

68. OC Dist Traffic Team (TW) of the HKPF responded that the Police would take specific enforcement action at the unnamed road access to Tong Kwu Shek on the morning of 5 July 2016.

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

- (1) Financial Statement of Traffic and Transport Committee as at 16 June 2016 (T&TC Paper No. 17/16-17).

70. The Chairman reminded Members that the next meeting was scheduled at 2:30 p.m. on 5 September 2016 (Monday) and the deadline for submission of paper was 19 August 2016.

XII Adjournment of Meeting

71. There being no other business, the meeting was adjourned at 5:35 p.m.

Tsuen Wan District Council Secretariat
August 2016

Traffic and Transport Committee
Working Group on Road Safety Education and Promotion (2016-17)

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