

(Translation)

Minutes of the 6th Meeting of Traffic and Transport Committee (5/16-17)

Date: 7 November 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, MH
Mr NG Hin-lung, Norris
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 LAU Wing-kei, Jason	District Operations Officer (Tsuen Wan), Hong Kong Police Force
Mr LUI Sui-hung, Eddie	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 KWONG Wang-ngai, Walter	Senior Town Planner/Tsuen Wan (Acting), Planning Department
Mr LI Pui-sang	Contractor Project Coordinator/2 (New Territories West), 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

Miss LAM Siu-yung, Daisy Senior Executive Officer (District Council), Tsuen Wan District Office

Miss CHOW Wai-wun, Jo (Secretary) Executive Officer (District Council) 4, Tsuen Wan District Office

In attendance:

Ms Peggy WONG Assistant Manager (Planning and Development), Kowloon Motor Bus Company (1933) Limited
Mr Ken WONG Senior Operations Officer, Lai Chi Kok Depot, Kowloon Motor Bus Company (1933) Limited

Attendance by Invitation:

For discussion of items 3 and 4

Mr KAN Pui-leung Senior Engineer/Tsuen Wan, Transport Department
Ms LEUNG Yin-ping Senior District Engineer/SW, Highways Department
Mr CHEN Kin-tung, Tommy Senior Estate Surveyor/Central (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department
Ms WONG Wing-kan, Kanis Estate Surveyor/Central 1 (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department

For discussion of item 5

Mr CHAN Chi-ming, Lawrence Senior Engineer/Special Duties, Transport Department
Mr LEE Sai-hang, Kenneth Engineer/Special Duties 1, Transport Department
Mr TANG Kam-kee Senior Engineer/CWY 1, Highways Department
Mr TANG Yiu-key Project Coordinator/CWY 1-1, Highways Department

For discussion of items 7 and 10

Mr Jeff POON Assistant Manager (Operations), Long Win Bus Company Limited
Mr Rayson LAW Planning and Support Officer I, Long Win Bus Company Limited
Mr LAM Tsz-ho Planning and Development Manager, Kowloon Motor Bus Company (1933) Limited

For discussion of item 9

Mr SIU Ka-fai

General Manager, Park Island Transport
Company Limited

Mr YEUNG Chi-ho, Henry

Assistant Bus Operations Manager, Park Island
Transport Company Limited

Absent:

Member

Mr LI Hung-por

The Meeting

I Opening Remarks and Introduction

The Chairman welcomed the Members, Co-opted Members, representatives from the Government and corporations to the 6th meeting of the Traffic and Transport Committee (T&TC) and introduced Mr KWONG Wang-ngai, Walter, Senior Town Planner/Tsuen Wan (Acting) (Sr Town Plnr/Tsuen Wan (Atg.)) of the Planning Department (PD), who attended this meeting on behalf of Mr CHAN Siu-wan, Wallace, Town Planner/Tsuen Wan 1 of the PD and Mr LUI Sui-hung, Eddie, Officer-in-Charge District Traffic Team (Tsuen Wan) (OC Dist Traffic Team (Tsuen Wan)) of the Hong Kong Police Force (HKPF) who replaced Mr CHEUNG Kwok-leung to assume the post of OC Dist Traffic Team (Tsuen Wan) of the HKPF and attended this meeting.

2. The Chairman reminded Members of section 28 of the Tsuen Wan District Council Standing Orders that 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 5.9.2016

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

4. The Chairman said that there were no matters arising from the minutes of the previous meeting.

IV Item 3: Traffic Improvement Measures for Tsuen Wan East Industrial Area
(T&TC Paper No. 24/16-17)

5. The Chairman said that the paper was submitted by the Transport Department (TD) and introduced the representatives of government departments who were responsible for briefing Members on this agenda item, including:

- (1) Mr CHEN Kin-tung, Tommy, Senior Estate Surveyor/Central (District Lands Office, Tsuen Wan and Kwai Tsing) (Sr Estate Surveyor/Central (District Lands Office, Tsuen Wan and Kwai Tsing) of the Lands Department (Lands D);

- (2) Ms WONG Wing-kan, Kanis, Estate Surveyor/Central 1 (District Lands Office, Tsuen Wan and Kwai Tsing) (Estate Surveyor/C1 (District Lands Office, Tsuen Wan and Kwai Tsing) of the Lands D;
- (3) Mr KAN Pui-leung, Senior Engineer/Tsuen Wan (Sr Engr/Tsuen Wan) of the TD;
- (4) Mr LAM Chun-cheuk, Tim, Engineer/Tsuen Wan 1 of the TD;
- (5) Ms LEUNG Yin-ping, Senior District Engineer/SW (Sr Dist Engr/SW) of the Highways Department (HyD); and
- (6) Mr CHONG Kwok-wai, District Engineer/Tsuen Wan (Dist Engr/TW) of HyD.

6. Sr Engr/Tsuen Wan of the TD introduced the paper.

7. Estate Surveyor/C1 (District Lands Office, Tsuen Wan and Kwai Tsing) of the Lands D said that the Lands D would, according to the Agreement to Surrender executed by owners of private land, activate the resumption procedure by requiring such owners to surrender some parts of their land at Tsuen Yip Street and Lung Tak Street for implementing the traffic improvement works by the TD and HyD. Besides, as the road widening works at Fui Yiu Kok Street and Wang Lung Street would also make use of some parts of the private land thereof, the Lands D would, according to the terms of the relevant land lease and Agreement to Surrender, require the land owners concerned to surrender the parts of the private land concerned. The actual completion time would depend on the progress of the resumption procedure which required the cooperation of the land owners.

8. Sr Dist Engr/SW of the HyD said that as anticipated by the HyD, it would take about nine months to complete the traffic improvement works at Tsuen Yip Street. However, the completion date of the works would be determined by the progress of relocating various underground public facilities because the project could commence only after all such relocation was finished. During the preliminary exploratory works, the HyD found that the underground facilities of about five to six public utility companies would be affected by the works. Among them, the China Light and Power Company Limited (CLP) would be affected most as about 20 cables should be relocated. The HyD had already contacted the public utility companies concerned to discuss the matters on relocation. It was estimated that it would take about two to three years to complete the relocation works underground before the traffic improvement works could commence. Moreover, the traffic improvement works at Fui Yiu Kok Street, which was about 300 metres long, was expected to take about 20 months to complete. The completion date of the works also subject to the time required to relocate various underground public facilities.

9. The views and enquiries of the Hon CHAN Han-pan, Ben and Mr CHOW Ping-tim were summarised as follows:

- (1) the project was welcome. However, they were concerned about the change of one-way traffic to two-lane traffic at Wang Lung Street because the junction where vehicles exiting from Wang Lung Street to Ma Tau Pa

Road might fail to support greater traffic flow. Hence, it was worrisome that this would result in more serious traffic congestion and it was hoped that the departments would provide more information for reference;

- (2) it was enquired whether the departments could reserve a part of Tsuen Yip Street as a lay-by for access by emergency vehicles after Tsuen Yip Street was widened as a 6-metre public road;
- (3) it was enquired whether the Police would step up enforcement against illegal parking in Tsuen Yip Street;
- (4) as a large number of vehicles lined up to enter Global Gateway (Hong Kong), resulting in traffic congestion in the roads nearby, it was enquired whether the departments would assign staff to discuss with the staff of Global Gateway (Hong Kong) on the arrangement of vehicles accessing to and from the building, in order to ensure that the vehicles would not occupy one of the lanes at Yeung Uk Road or Wang Lung Street;
- (5) it was opined that the traffic impact assessments on the industrial areas and residential developments in Tsuen Wan recently conducted by the TD failed to achieved the intended objectives and expressed disappointment in this regard;
- (6) it was considered that the establishment of the storage in Global Gateway (Hong Kong) at Yeung Uk Road was the main cause of traffic congestion in the industrial area in Tsuen Wan East and raised objection to the implementation of the phase III of the traffic improvement works in the area concerned. It was enquired whether the TD had consulted the occupants of the industrial buildings and housing estates in the vicinity of Fui Yiu Kok Street about the works. It was opined that the department lacked substantive data to support the implementation of the works;
- (7) it was suggested that traffic lights should be provided by the TD at the junctions of both sides of Yeung Uk Road in order to control the vehicular flow and alleviate the traffic congestion; and
- (8) the TD was urged to consult the public before carrying out major traffic improvement works, including the industrial buildings and housing estates in the vicinity of the locations concerned.

10. Sr Engr/Tsuen Wan of the TD responded that upon completion of the phase I and II of the traffic improvement works at Wang Lung Street as well as the installation of induction loop at three junctions at Ma Tau Pa Road/Texaco Road, Ma Tau Pa Road/Wang Lung Street and Ma Tau Pa Road/Yeung Uk Road, the TD would review the effectiveness of these works before determining the time of implementing the phase III of the traffic improvement work in Wang Lung Street. He said that the data of real-time vehicular flow could be collected by the installation of induction loop so as to effectively allocate the duration of green interval for upcoming traffic heading to different directions and shorten the waiting time of pedestrians at crossings, so that smooth traffic could be maintained. However, additional loading/unloading bay could not be provided in Tsuen Yip Street due to the limited space of the street. In regard to the proposed provision of traffic lights at the junction of Yeung Uk Road/Wang Lung Street, he said that it might not be conducive to improving the

traffic congestion there. However, the TD would study the feasibility of the proposal and discuss with the Members concerned. Moreover, in the phase I of the traffic improvement works at Wang Lung Street, the two-way traffic at a section of Wang Lung Street at the east of Ma Kok Street would be changed to one-way traffic. Hence, the traffic congestion caused by the vehicular waiting in queue for access to Global Gateway (Hong Kong) could be eased. In addition, the arrangement of automatic access by tapping an Octopus card was adopted in Global Gateway (Hong Kong). The traffic at the scene was significantly improved upon completion of the works in early September 2016. The TD would continue to monitor the traffic condition at the location concerned.

11. OC Dist Traffic Team (Tsuen Wan) of the HKPF responded that the Police had introduced traffic enforcement and regulatory measures since September 2016, which were conducive to improving the situation of illegal parking in Tsuen Wan town centre and the industrial area in Tsuen Wan East. He would provide the supplementary data about the prosecutions against illegal parking in Tsuen Wan East in the past two months after the meeting.

12. The views and enquiries of Mr CHOW Ping-tim, the Hon CHAN Han-pan, Ben and Mr TAM Hoi-pong were summarised as follows:

- (1) dissatisfaction was expressed over the Government's development plan for Global Gateway (Hong Kong);
- (2) it was pointed out that additional traffic lights had been installed at Ma Tau Pa Road and Wing Shun Street and requested the department to explain reasons why traffic lights were not installed at the junction of Yeung Uk Road;
- (3) it was opined that the purpose of installing induction loops at Ma Tau Pa Road, Texaco Road, Wang Lung Street and Yeung Uk Road by the department was to facilitate the implementation of the phase III of the traffic improvement works instead of solving the problem of traffic congestion. Hence, there was no confidence in the works concerned;
- (4) dissatisfaction was expressed over the department for its failure to provide the relevant traffic data of Fui Yiu Kok Street. It was opined that the traffic problem at Fui Yiu Kok Street was not serious and there was no urgent need to implement major traffic improvement works at Fui Yiu Kok Street;
- (5) it was pointed out that there was a post office in Fui Yiu Kok Street and the postal service might be affected by the traffic improvement works;
- (6) subsequent to the rezoning of the industrial area in Tsuen Wan to a logistics centre, the traffic load in Tsuen Wan would be increased. As some sites were reserved around the container terminal area for contingency purpose, it was suggested that the Government should designate certain parts of these reserved sites for container trucks to wait in line for delivery and receipt of goods in Tsuen Wan, in order to mitigate the traffic congestion in the industrial area. It was also hoped that the department would adopt the proposal;

- (7) it was opined that the traffic congestion in Fui Yiu Kok Street was serious and supported a clear division of loading/unloading bays and driveways by the department to maintain a smooth traffic flow. Members had consulted the residents nearby about the phase I of the traffic improvement works and no dissenting view was received;
- (8) objection was raised to rezoning the site of the former Ma Kok Street Cooked Food Hawker Bazaar as an industrial site because it would aggravate the traffic congestion in the industrial area. It was hoped that the Government would resume the catering service at the site, so that the meal expenditure of the residents could remain unaffected;
- (9) it was enquired whether the TD had conducted a traffic impact assessment on the traffic improvement works concerned. The TD was requested to provide the data of the traffic impact assessment for reference;
- (10) it was opined that the main cause of traffic congestion in the industrial area was casual loading/unloading of goods by the vehicles. It was enquired whether the Police would take more stringent enforcement actions; and
- (11) the TD was requested to provide data about the vehicular flow in Fui Yiu Kok Street and it was suggested that the T&TC should conduct a site inspection.

13. Sr Engr/Tsuen Wan of the TD responded that installation of induction loops facilitated the collection of real-time data on vehicular flow, so that the duration of green interval for upcoming traffic could be effectively allocated and the waiting time of pedestrians for crossing roads could be shortened. Hence, a smoother traffic flow would be maintained. The TD would implement the phase III of the traffic improvement works in Wang Lung Street only after the completion of the review on the phase I and II of the traffic improvement works in Wang Lung Street and the installation of induction loops as well as consultation with the Tsuen Wan District Council (TWDC). Regarding the improvement works in Fui Yiu Kok Street, a number of residents in the area concerned relayed to the TD that vision of motorists were obstructed by vehicles illegally parked on both sides of Fui Yiu Kok Street, which affected road safety. They hoped that the traffic condition in the area would be improved through the works. The HyD would introduce temporary traffic diversion measures during the course of the works as appropriate, with a view to minimising the impact of works on the residents, shop operators and the post office nearby. It was not necessary to conduct a traffic impact assessment at the present stage because only the works of changing the two-way traffic of a section of Wang Lung Street at the east of Ma Kok Street to one-way traffic, which was in a small scale, was completed for the time being. The TD considered that the works was effective after conducting a site inspection. Currently, the main causes of traffic congestion in the area were illegal parking and loading/unloading of goods in the street. The problem of traffic congestion was worsened by illegal occupation of some at-grade parking spaces and loading/unloading areas in industrial buildings by some shop operators for storage of goods and by loading/unloading of goods at kerbside. The TD had requested the Lands D to take action against the shop operators who were in violation of the land lease in accordance with the terms of the

land lease. The Police should strengthen law enforcement against illegal parking and loading/unloading of goods in the street. Moreover, the TD would provide the information on the parking spaces in the car parks at the housing estates near Fui Yiu Kok Street after the meeting.

14. Sr Town Plnr/Tsuen Wan (Atg.) of the PD responded that the land in the industrial area in Tsuen Wan East was zoned for “Industrial” purpose. The use of the land for industrial purpose was not in violation of the statutory plan.

15. The Chairman concluded that the traffic improvement works in the industrial area in Tsuen Wan East would bring a far-reaching impact on the district. He hoped that the department would only implement the phase III of the traffic improvement works after completing the evaluation of the effectiveness of the phase I and II of the traffic improvement works and seeking views from the TWDC.

V Item 4: Proposed Road Improvement Works for Ma Kok Street in Tsuen Wan East Industrial Area

(T&TC Paper No. 25/16-17)

16. The Chairman said that the paper was submitted by the Lands D, TD and HyD. The representatives of government departments who attended the meeting were the same as those under item 4.

17. Sr Estate Surveyor/Central (District Lands Office, Tsuen Wan and Kwai Tsing) of the Lands D introduced the paper.

18. Mr TAM Hoi-pong raised objection to rezoning the site of the former Ma Kok Street Cooked Food Hawker Bazaar as an “Industrial” site. He opined that an increased vehicular flow in the industrial area would be caused by rezoning of the site and the benefits brought by the traffic improvement measures would be offset.

19. The Chairman said that the matters relating to rezoning of land should be discussed at the meetings of the Community Building, Planning and Development Committee. The roads would be widened through the said traffic improvement works, which were conducive to improving the traffic of the area concerned.

VI Item 5: Provision of Roof Cover for Passageway

(T&TC Paper No. 26/16-17)

20. The Chairman said that the paper was submitted by the TD and introduced the representatives of government departments who were responsible for briefing Members on this agenda item, including:

- (1) Mr CHAN Chi-ming, Lawrence, Senior Engineer/Special Duties (Sr Engr/Special Duties) of the TD;
 - (2) Mr LEE Sai-hang, Kenneth, Engineer/Special Duties 1 (Engr/Special Duties 1) of the TD;
 - (3) Mr TANG Kam-kee, Senior Engineer/CWY 1 (Sr Engr/CWY 1) of the HyD;
- and

(4) Mr TANG Yiu-key, Project Coordinator/CWY 1-1 of the HyD.

21. Sr Engr/Special Duties of the TD said that the representatives of the TD and HyD attended this meeting to discuss with Members on the proposal on provision of roof cover for passageway as mentioned in the 2016 Policy Address.

22. Engr/Special Duties 1 of the TD introduced the paper.

23. The views and enquiries of Mr WONG Wai-kit, Ms LAM, Lam Nixie, Mr MAN Yu-ming, Mr CHAN Chun-chung, Jones and Mr CHENG Chit-pun were summarised as follows:

- (1) the provision of roof cover for passageway by the TD under Category D of Public Works Programme was supported in order to streamline the procedures for funding application, which would be conducive to completing the works within the 4-year tenure;
- (2) there were doubts about the high construction cost and pointed out that if only a roof cover for a 200-metre passageway could be built at \$30 million, the cost would be \$150,000 per metre. However, under the District Minor Works projects implemented by the Tsuen Wan District Office (TWDO), a roof cover for a 10-metre passageway could be constructed at \$200,000 only. As the difference in cost between these two kinds of project was very great, they enquired whether the departments could lower the construction cost so as to extend the roof cover for the passageway and provide higher flexibility for Members to give more suggestions;
- (3) the proposal on provision of roof cover for passageway was supported but it was considered that the construction cost was excessively high. Enquiry was raised on the departments about the difference between the proposed roof cover for passageway and the similar District Minor Works projects implemented by the TWDO as well as the ceiling of the funding application of the proposed roof cover for the passageway;
- (4) it was proposed that the construction of a roof cover for the passageway connecting the Tsuen Wan West Station and Belvedere Garden Phase 3 to enhance the footbridge network in Tsuen Wan. It was opined that the general public did not prefer an advanced and fancy design. It was proposed that the departments concerned should adopt a simple and low-profile design, with a view to extending the roof cover for the passageway;
- (5) it was proposed to construct a roof cover for the passageway for the footbridge connecting Shek Wai Kok and Luk Yeung Sun Tsuen. However, they considered that the construction cost was too high and enquired whether the works estimate of \$30 million was restricted to the provision of roof cover for one passageway; whether the materials for this works were relatively special; whether the design was a more practical or artistic one; and the difference between this works and the District Minor Works projects;

- (6) it was supported that the roof covers for passageways at suitable places to connect the major public transport interchanges such as the passageway connecting Shek Wai Kok and the Tsuen Wan MTR Station or Tai Wo Hau MTR Station were provided. However, it was opined that the construction cost was too high if only a roof cover for a 200-metre passageway could be constructed and it would cause controversy in our society;
- (7) it was enquired whether the roof cover for passageway would be extended if the works procedures were streamlined; and
- (8) it was enquired whether the departments could provide models of roof covers at different construction costs for Members' reference to facilitate them to raise proposals with greater flexibility.

24. Sr Engr/Special Duties of the TD responded that the estimate for the construction cost of the works was only a conservative budget prepared at the very beginning and the actual expenditure would be adjusted subject to the alignment of the roof cover and complexity of the works.

25. Sr Engr/CWY 1 of the HyD responded that the estimate for the construction cost of the works was calculated based on the actual costs of the construction cost of the roof covers for passageways completed recently and the expenditures arising from some of the accidents. The works was not restricted to a 200-metre passageway. If there was no obstacle in the alignment of the works, the construction length of the roof cover might be extended. The HyD would engage the consultant companies to conduct studies for enhancement of the existing designs of the roof covers and adopt a low-profile design which could benefit the public for the construction of the roof cover for passageway concerned. If the cost estimate of the project exceeded \$30 million, the HyD would create a project under Category C according to the established procedures for public works and upgrade the project to Category B and Category A works in order to make application for more funding from the Legislative Council.

26. Sr Engr/Special Duties of the TD responded that no funding ceiling was set for the works in the Policy Address and \$30 million was the funding ceiling for a public works project under Category D. If the cost estimate of the project was less than \$30 million, the funding application and the progress of works might be expedited. As the scheme would be implemented in all 18 districts at the same time, the Government should centralise the resources for construction of a roof cover for one passageway only in each district. After the scheme was implemented in 18 districts, the policy concerned and its implementation in future would be reviewed in the light of the views and responses given by the public and District Councils.

27. The views and enquiries of Ms LAM Yuen-pun, Phyllis, the Hon TIEN Puk-sun, Michael, Mr LAM Faat-kang, Mr KOT Siu-yuen, Mr CHOW Ping-tim and the Chairman were summarised as follows:

- (1) it was proposed to construct a roof cover for the passageway from Tsuen King Circuit to Allway Garden;
- (2) it was suggested that the TD should provide more information for Members' consideration, including the basis of estimation for provision of a roof cover for a passageway of not more than 200 metres in length and the maximum length of a roof cover for passageway that could be provided without relocating underground public facilities;
- (3) it was enquired whether the estimate for the cost of the construction of roof cover for passageway included the expenditure on engaging the consultant companies;
- (4) the construction of roof covers for several passageways was proposed and each passageway was about 5 metres in length with the cost estimate of about hundred thousand dollars for each passageway;
- (5) comparing to the construction cost of a roof cover for a minibus stop completed earlier at \$20,000, Members found that it was difficult for them to understand why the departments proposed to construct a roof cover for a 200-metre passageway at \$30 million;
- (6) the construction of roof covers for passageways at the pedestrian crossings at Hoi Pa Street Government Primary School, the junction of Market Street and Chung On Street in Tsuen Wan and between Citywalk 2 and Tsuen Wan Park was proposed;
- (7) the construction of a roof cover for the footbridge was welcome. However, dissatisfaction was expressed over the TD for its failure to provide a detailed works plan and for using \$30 million to construct a roof cover for footbridge;
- (8) it was opined that the departments was not well prepared and failed to provide the relevant information. Although the existing designs of footbridges were aesthetically pleasing, there were problems of water seepage. Hence, it was hoped that such a problem would not exist in the newly-built passageways;
- (9) the proposals about the provision of passageways to connect public transport interchanges would be put forth within three months for consideration by the departments. It was hoped that the departments would adopt a simple design in construction of the roof cover for public use;
- (10) it was pointed out that the HyD had constructed the roof covers for two passageways in Tai Ho Road, which could be taken as reference;
- (11) dissatisfaction was expressed over the departments for the failure to carry out planning of the project and their request on Members to make proposals;
- (12) it was opined that the departments possessed the experience of implementing relevant projects and should take up the responsibility of connecting the public transport interchanges in the district. The departments should take up the responsibility of planning and making proposals as well as working out a concrete timetable of the works for

carrying out consultation by Members prior to implementation of the works; and

- (13) the departments were urged to provide more information about the estimate expenditure of the construction works and it was enquired whether the proposals on the design standard of roof cover could be made to the departments.

28. Sr Engr/CWY 1 of the HyD responded that the walkway shown in the photo set out in the report was built to connect the University Station and the shuttle bus stop, the width of which was narrowed by pillars installed in the middle. It was provided for reference only because the construction cost was unknown. The calculation of the project estimate was based on the actual costs of covered walkways completed recently and a certain sum of contingency cost. The length of these projects was not restricted to 200 metres. However, the actual cost of the project and the length of the passageway would be subject to the complexity of the project, relocation of underground public facilities and impact on traffic and buildings nearby. The estimate of the project cost did not include the consultancy fees. He added that although the construction cost of a “stick-type” cover would be much cheaper than that of the proposed ones, it was necessary to enhance the design to meet the requirements of width and some design standards. The HyD would take Members’ suggestions on the designs into consideration and complete the works on a pragmatic basis.

29. The views and enquiries of Mr KOO Yeung-pong, Mr NG Hin-lung, Norris, Mr CHAN Sung-ip, Mr WONG Wai-kit and the Chairman were summarised as follows:

- (1) it was welcome that the departments would actively consider Members’ suggestions and hoped that the works would be completed as soon as possible for provision of a comfortable passageway for residents;
- (2) the funding application of the works should not be limited to a Category D item of public works simply for speeding up the application process; otherwise, only a 200-metre roof cover for passageway could be constructed. As a result, the alignment of a passageway connecting with a major public transport interchange could not be completely provided with cover and it would only attract a criticism of a waste of the public funds. Hence, it was recommended to set up a working group to make proposals under a “no frills” principle for provision of roof cover for footbridge for practical use for the public;
- (3) it was not understood why the departments failed to provide the clear guidelines and planning on the cover design. It was suggested that the design should be simple, practical and convenient for use by the public;
- (4) it was proposed to provide a roof cover for the passageways along the promenade from Sea Crest Villa to Sham Tseng and Hong Kong Garden or the walkway connecting the waterfront and Chai Wan Kok industrial area;
- (5) it was proposed to provide a roof cover for the passageway from Tsuen Wan Promenade and Belvedere Garden to Tsuen Wan West Station or even further to the waterfront within two years;

- (6) it was enquired whether the design standard of rain shelter adopted by the TWDO would be taken into consideration; and
- (7) it was enquired about the consultation period, and whether Members should put forth the proposals within three months.

30. Sr Engr/CWY 1 of the HyD responded that the HyD would make reference to the design of other passageways in the district and the existing design standard to construct a new roof cover for passageway.

31. Sr Egr/Special Duties of the TD responded that the TD would assess the alignment proposals according to various factors, including the actual environment on site and design standard. The alignment proposal should be in compliance with the design standard laid down by the HyD such as wind load of the cover design. Having received the proposals from Members, the TD would assess their technical feasibility to facilitate the TWDC to select the most suitable proposal for provision of a roof cover for passageway. The TD suggested that Members might put forth their proposals within three months but this was not a rigid requirement.

32. The Chairman proposed to set up a Non-standing Working Group on Provision of Roof Cover for Passageway which was dedicated to the discussion of the provision of roof cover for passageway. The maximum term of office of the Non-standing Working Group was eight months. Members unanimously endorsed the proposal.

33. Mr WONG Wai-kit suggested that the Chairman should serve as the Convener of the Working Group. Members unanimously endorsed the proposal.

34. Members indicated their intention to join the Working Group by a show of hands.

35. The Chairman suggested that each Member should put forth a proposal within one month and the T&TC would relay the proposals to the departments concerned for follow-ups. Members unanimously endorsed the proposals and the Secretariat would send letters to the Members who did not attend the meeting to invite them to join the Working Group after the meeting.

(Post-meeting note: The Secretary invited the Members who were unable to express their intentions at the meeting in writing to join the Working Group on Roof Cover for Passageway (Non-standing) on 17 November 2016. The membership list was set out in Annex I.)

VII Item 6: Request to Increase the Number of Sectional Fares for the Bus Routes To and From Lei Muk Shue Estate
(T&TC Paper No. 27/16-17)

36. The Chairman said that the paper was submitted by Mr CHAN Yuen-sum, Sumly and Mr WONG Ka-wa. The written reply of Kowloon Motor Bus Company (1933) Limited (KMB) was received prior to the meeting and distributed to Members for perusal on 31 October 2016.

37. Mr WONG Ka-wa introduced the paper.

38. Senior Transport Officer/Tsuen Wan (Sr Transp Offr/Tsuen Wan) of the TD responded that the Government had been encouraging public transport operators to reduce their fares or offer fare concessions such as sectional fare concessions as far as possible to reduce the public's transport expenses in the light of their operational condition and socio-economic situation. The bus companies would, in the light of their operational and financial situation as well as other factors, determine the concessionary items and period of provision. Owing to the spirit of free enterprise, the provision of fare concessions was a commercial decision of individual public transport operators. On 26 October 2016, the TD further wrote to encourage the KMB to offer more fare concessions to passengers as long as it could ensure to maintain a proper and efficient public bus service.

39. Assistant Manager (Planning and Development) of the KMB responded that the KMB noted Members' aspirations. Starting from 5 November 2016, the KMB introduced a 20% Same-day Return Discount Concession Scheme for passengers to enjoy fare concession on the return trip for a period of 88 days and would consider offering other fare concessions duly.

40. The views and enquiries of Ms LAM Yuen-pun, Phyllis, Mr CHAN Chun-chung, Jones, Mr MAN Yu-ming, Mr WONG Fah-man and Mr WONG Ka-wa were summarised as follows:

- (1) dissatisfaction was expressed at the KMB for cancelling sectional fare concession of Bus Route 30X since 12 October 2016. The KMB's initiative of offering a 20% return trip fare discount indicated that it was financially capable to continue offering the sectional fare concession for Route 30X. Hence, it was questioned whether such cancellation was due to an unreasonable distribution of resources by the bus company;
- (2) it was suggested that the KMB should provide sectional fare concession for Route 48X;
- (3) based on the principle of fairness and fulfillment of corporate social responsibilities, it was suggested that the KMB should provide sectional fare concessions in different areas of Tsuen Wan and consider extending the concessionary period of offering 20% discount for the return trip to benefit more grass-roots;
- (4) it was opined that more passengers would be attracted to use the service of KMB by bus routes offering sectional fare concession, which was conducive to assisting the KMB in making more profit. Hence, it was not understood why the KMB did not provide such concession to certain routes as it would be profitable by doing so; and
- (5) the KMB was granted a franchise by the Government to provide franchised public bus services. As the KMB had recorded an increase in profit last year, it could offer a 20% return trip fare discount for this bus route so as to plough part of the profit back into the community. However, this

concessionary arrangement did not benefit all residents in Tsuen Wan district especially passengers from the public housing estates built on the hills. In this connection, it was hoped that the KMB would uphold the principle of fairness by offering more fare concessions for various bus routes. The TD was also responsible for supervising the operation of the bus companies so that grass-roots of the Tsuen Wan district would be benefited from sectional fare concessions.

41. Sr Transp Offr/Tsuen Wan of the TD responded that the provision of sectional fare concession was purely a commercial decision made by bus service operators. The TD had written to encourage the KMB to offer more section fare concessions.

42. Senior Operations Officer, Lai Chi Kok Depot of the KMB replied that as the journey time of Route 30X was affected after introducing stage service for Route 39M, the KMB hoped that the problem would be resolved through frequency adjustment of Route 39M.

43. The Chairman concluded that he hoped that the TD and KMB could actively consider providing more sectional fare concessions.

VIII Item 7: Follow-up on the Request for Airport Shuttle Buses Passing Via Tsing Lung Tau

(T&TC Paper No. 28/16-17)

44. The Chairman said that the paper was submitted by Mr NG Hin-lung, Norris and Mr CHENG Chit-pun and introduced the representatives of government departments who were responsible for giving response on this agenda item, including:

- (1) Ms TSE Che-ching, Maria, Sr Transp Offr/Tsuen Wan of the TD;
- (2) Mr Jeff POON, Assistant Manager (Operations) of Long Win Bus Company Limited (Long Win);
- (3) Mr Rayson LAW, Planning and Support Officer I of the Long Win ; and
- (4) Mr LAM Tsz-ho, Planning and Development Manager of the KMB.

45. The Secretariat received the written reply of the Long Win prior to the meeting and distributed it to Members for perusal on 3 November 2016.

46. Mr NG Hin-lung, Norris and Mr CHENG Chit-pun introduced the paper.

47. Sr Transp Offr/Tsuen Wan of the TD responded that having studied the relevant data about the frequency of Route A31P, the TD and Long Win found that the journey time of some trips operating during peak hours was more than 60 minutes. If the route was extended to Tsing Lung Tau, the frequency stability of this bus route might be adversely affected and the schedule of providing one trip per 60 minutes would most probably not be met, thus affecting the travelling plan of the existing passengers.

48. Assistant Manager (Operations) of the Long Win responded that the traffic flow was relatively smooth in August 2016 due to summer vacation of students and was

different after the new school year had started in early September 2016. Hence, the aforesaid two periods might not accurately reflect the traffic flow of the new bus route. Instead, the relevant data about the frequency of this route from 18 to 24 September 2016 was provided to Members for reference. Currently, the average journey time for a trip of Route A31P was 54 minutes and that for a return trip 45 minutes. The Long Win had to comply with the TD's requirements regarding the periods of work and rest of bus drivers, who might not have sufficient rest time between two consecutive trips if the routeing of this bus route was to be extended to Tsing Lung Tau. Moreover, if the journey time of a trip was more than 60 minutes, it would cause lost trip and would adversely affect the passengers' travel plan. Besides, the occupancy rate of Route A31P was about 17 to 18 passengers per departure on average.

49. The views and enquiries of the Hon TIEN Puk-sun, Michael, Mr CHAN Sung-ip, Mr WONG Wai-kit, Mr NG Hin-lung, Norris, Ms LAM, Lam Nixie and the Hon CHAN Han-pan, Ben were summarised as follows:

- (1) it was opined that about 3 800 petitions on aspirations about this agenda item were received from residents of Hong Kong Garden;
- (2) it was opined that the demand of the residents of the area concerned for airport shuttle bus service was great and suggested that the Long Win should consider cancelling a few bus stops in the routeing of Route A31P with less boarding/alighting activities of passengers in order to save the journey time for conducting a trial run to extend the bus service to Tsing Lung Tau during non-peak hours;
- (3) as it had been striving for extending the routeing of airport shuttle bus service to Tsing Lung Tau, it was hoped that the Long Win would seriously consider the aspirations of the residents of the area concerned and upon completion of the review after operating Route A31P for three months, would extend the routeing of this route to Tsing Lung Tau and Ting Kau or provide an additional airport shuttle bus route operating between Tsing Lung Tau and the Airport;
- (4) it was opined that Members agreed that the routeing of Route A31P should be extended to Tsing Lung Tau because the traffic on Castle Peak Road was smooth in general and traffic congestion would not be caused by re-routeing of Route A31P to pass via Tsing Lung Tau. It was hoped that the Long Win would listen to public views so as to reduce the conflict among different areas arising out of routeing arrangement of bus service;
- (5) it was opined that the Long Win had been exaggerating the journey time required for passing via Tsing Lung Tau. During the T&TC meeting held in March 2016, the Long Win reported that buses operating Route A31P would depart from Discovery Park and the Airport at the 40th minute and 45th minute of each hour respectively. It was anticipated that the outbound trip would take 65 minutes and the inbound trip 55 minutes. However, the actual time of both departures from Discovery Park and the Airport had been scheduled at the 45th minute of each hour by the Long Win, giving the public a misconception that there was no spare time for the

outbound trip to pass via Tsing Lung Tau. Contrarily, Members indicated that the distance between the Sea Crest Villa roundabout and Lung Yue Road roundabout was only one kilometre. Based on the experience of rides on the buses of Route 52X, it only took 1.5 minutes to pass through Tsing Lung Tau if buses did not stop at the bus stops at Sea Crest Villa Phase 3 and 4. Even if the buses passed through Tsing Lung Tau and stopped at the three bus stops, the extra journey time was three minutes only. Hence, it was hoped that the Long Win could make adjustments to the departure time of Route A31P from Discovery Park and the Airport to the 40th minute and 45th minute of each hour respectively, so that additional bus stops of this route could be provided at Tsing Lung Tau;

- (6) it was hoped that the Long Win would take up the social responsibilities of a public organisation by having a thorough deliberation of the aspirations of the residents in Tsing Lung Tau;
- (7) it was indicated that airport shuttle bus service had never been provided for residents in housing estates along Castle Peak Road, who were forced to interchange for such bus service in the town centre. The provision of Route A31P by the Long Win was welcome but it was hoped that the Long Win would also take into account the need of residents living at the end of Castle Peak Road by extending the routeing of this bus route to Tsing Lung Tau;
- (8) dissatisfaction was expressed at the Long Win because it ignored the needs of the residents of the area concerned and it was pointed out that bus service had been provided for commuters travelling from Sham Tseng and Hong Kong Garden to Chap Lap Kok previously. Cancellation of bus service of this route had caused inconvenience to the residents;
- (9) it was hoped that the aspirations of residents would be relayed to the bus company through the review conducted after it had operated the bus route for three months. It was also suggested that the Long Win should arrange for a ride for Members of the trial run of Route A31P to pass via Tsing Lung Tau so as to allow them to understand more about the feasibility of re-routeing the route to Tsing Lung Tau; and
- (10) given the increasing number of commuters travelling from Tsuen Wan to the Airport and the long distance between Tsing Lung Tau and the nearest MTR station, there was a pressing need for airport shuttle bus service by local residents. Hence, support was given to the proposal of extending the service of Route A31P to Tsing Lung Tau.

50. Assistant Manager (Operations) of the Long Win responded that the Long Win would consider expanding the scope of service only after the provision of a stable bus service was ensured. As Route A31P had been in operation for more than two months only, it was shown in the data that the outbound journey time of some departures were very tight and the inbound journey time sometimes exceeded the estimated one. Hence, the Long Win needed more time to collect data for review and formulation of a plan that could provide stable frequencies and meet passenger demand. The timetable of departures submitted to the T&TC by the Long Win in

March 2016 was only a draft. A modified timetable, which was easier to remember, would be provided for checking by passengers upon commencement of service. The Long Win would provide the supplementary information on the guidelines for formulating the timetable of Route A31P for Members' reference after the meeting.

51. The views and enquiries of the Vice Chairman, Mr CHENG Chit-pun and Mr TAM Hoi-pong were summarised as follows:

- (1) the number of residents in Hong Kong Garden and the new housing estates nearby upon intake would be about 10 000 and create a strong demand for airport shuttle bus service between Tsing Lung Tau and the Airport. Hence, it was hoped that the Long Win would take into account the demand in the long run and arrange for re-routeing of the bus route to pass via Tsing Lung Tau;
- (2) according to the data about frequency provided by the Long Win, the current journey time of an outbound trip was estimated to be 54 minutes and that of an inbound trip 45 minutes. Hence, the round trip would take 99 minutes. When compared with the original estimation of 120 minutes per round trip, the actual journey time was 21 minutes less than the estimated one. Assuming 14 more minutes was needed for a round trip if the routeing was to be extended to Tsing Lung Tau, there would still be a time buffer of 7 minutes. Under such circumstances, it was recommended that the Long Win should take the urgent need of local residents into consideration by conducting a trial run of extending the routeing to Tsing Lung Tau during non-peak hours;
- (3) it was opined that the ultimate purpose of operating Route A31P was to provide airport shuttle bus service for residents living in housing estates along Castle Peak Road including the areas of Sea Crest Villa and Hong Kong Garden. Hence, it was hoped that the Long Win would consider the request of Members and the residents of the area concerned and extend the routeing of this bus route to the Tsing Lung Tau area; and
- (4) the Chairman hoped that the Long Win would seriously study the feasibility of extending the routeing of Route A31P to Tsing Lung Tau.

52. Mr NG Hin-lung, Norris said that the departure time of Route A31P scheduled at the 45th minute of each hour only brought convenience to residents of Discovery Park without benefiting residents boarding at other bus stops much. Hence, this was not an excuse for not making adjustment to the departure time. As traffic congestion was serious at Ting Kau Bridge during the morning and evening peak hours, Route A31P would have lost trip easily if the Long Win did not increase the frequencies. Hence, he proposed an increase in frequency of this route by the Long Win to solve the problem of lost trip and read out his motion that "Request for re-routeing of the airport shuttle bus Route A31P to pass via Lung Yue Road roundabout with additional provision of bus stops at Tsing Lung Tau Tsuen, Sea Crest Villa Phase 4 and Sea Crest Villa Stage 3 so as to rationalise the transport planning in the District." The motion was seconded by Mr CHENG Chit-pun.

53. The Chairman asked whether Members would move an amended motion. No amended motion was moved.

54. The Chairman asked Members to vote on the original motion. After voting, the motion was endorsed unanimously.

55. The Chairman asked the Secretariat to convey the motion to the TD. He also urged the Long Win to discuss with the Members concerned after the meeting on the arrangement of a site visit for them to participate in a trial run of the re-routing of Route A31P, with a view to studying the feasibility of passing via Tsing Lung Tau by this route.

(Post-meeting note: The T&TC conveyed the above-mentioned motion to the TD in writing on 16 November 2016.)

IX Item 8: Concern about the Undersized Roof Covers of Bus Stops in Tsuen Wan District. Request for Improvement of the Design of the Roof Covers of Bus Stops in Tsuen Wan District
(T&TC Paper No. 29/16-17)

56. The Chairman said that the paper was submitted by Mr MAN Yu-ming and Mr CHAN Chun-chung, Jones. The Secretariat received the written reply of the KMB prior to the meeting and distributed it to Members for perusal on 31 October 2016.

57. Mr MAN Yu-ming and Mr CHAN Chun-chung, Jones introduced the paper.

58. Sr Transp Offr/Tsuen Wan of the TD responded that, in the course of constructing roof covers or shelters of bus stops, the bus company had to take into consideration a number of objective factors, including the width of pavement, surrounding environment, entrance of buildings and slopes. The TD would follow up on the issue about the shelters of bus stops with the Members concerned after the meeting.

59. Senior Operations Officer, Lai Chi Kok Depot of the KMB responded that the KMB would submit the design of bus stop shelters to the relevant stakeholders and government departments through the TD for consultation. Members might convey their views to the KMB, which would carry out site inspection when required and implement improvement works for providing the passengers with a comfortable environment for waiting buses where conditions permitted. The KMB would follow up on the issue of the bus stop shelters with the Members concerned after the meeting.

60. The views and enquiries of the Vice Chairman, Mr LAM Faat-kang and Mr CHAN Chun-chung, Jones were summarised as follows:

- (1) an enquiry was raised to the KMB about the construction requirement regarding provision of bus stop shelters such as construction cost, size and colour of materials;
- (2) an enquiry was raised to the KMB on the criteria of granting approval to installation of advertising signboards on bus stop shelters and it was

- opined that some advertising signboards would make the road surface narrower;
- (3) it was suggested that the KMB should provide bus stop shelters with tinted or dark glass, instead of transparent glass, so as to achieve a better heat insulation effect;
 - (4) an enquiry was raised on the reasons for the crack in the middle of some bus stop shelters in Lei Muk Shue Estate;
 - (5) as the members of the public such as the residents of Shek Wai Kok Estate had to spend much time in waiting for bus, it was suggested that additional real-time bus arrival information display panels should be provided at bus stops to provide useful information on bus service for waiting passengers; and
 - (6) as there were some other problems identified at the bus stop shelters in Shek Wai Kok Estate, it was proposed that a joint site inspection should be conducted by the staff of the KMB and Members after the meeting.

61. Senior Operations Officer, Lai Chi Kok Depot of the KMB responded that in regard to construction of bus stop shelters, the KMB would carefully study the actual road condition in order to determine the size of bus stop shelters to be constructed. As to the requirement of construction materials, he would give response in due course after obtaining more detailed information from the responsible staff.

62. The Chairman said that the Government would subsidise the KMB to install real-time bus arrival information display panels for providing passengers with useful information. He hoped that the project could be completed as soon as possible. The KMB might arrange for a site inspection of the relevant bus stop shelters for Members and study the feasibility of refurbishing and optimising these shelters.

X Item 9: Transport Service during Holidays in Ma Wan
(T&TC Paper No. 30/16-17)

63. The Chairman said that the paper was submitted by Mr TAM Hoi-pong and introduced Mr SIU Ka-fai, General Manager of Park Island Transport Company Limited (PITCL) and Mr YEUNG Chi-ho, Henry, Assistant Bus Operations Manager of the PITCL who specially joined the meeting.

64. Mr TAM Hoi-pong introduced the paper.

65. Sr Transp Offr/Tsuen Wan of the TD responded that the TD and PITCL had reviewed the frequency and service of residents' bus service operating in Ma Wan and considered that the service provided had already met the transport need of residents and passengers.

66. General Manager of the PITCL responded that the PITCL was responsible for providing ferry and residents' bus services to and from Ma Wan and no serious traffic congestion occurred during the year of late. The average occupancy rate of residents' buses in the past three months was 60% to 80% and on average, the

passengers waited for not more than two departures only before boarding. Since October 2016, the PITCL had provided six additional departures for the bus route operating between Ma Wan and Tsuen Wan Station and four additional departures for that between Ma Wan and Tsuen Wan West Station on public holidays. The average waiting time was about 10 minutes. Prior to festive occasions, the PITCL would maintain close communication with the TD and would enhance its service by providing more departures to divert passengers if necessary. For example, 24 additional departures were provided for the residents' bus service in the evening of Mid-Autumn Festival this year. He thought that the PITCL had been providing an efficient residents' bus service.

67. The views and enquiries of Mr CHAN Sung-ip, Mr NG Hin-lung, Norris, Mr WONG Man-chau, Mr KOO Yeung-pong, Mr MAN Yu-ming, Ms LAM Yuen-pun, Phyllis, the Vice Chairman and Mr CHOW Ping-tim were summarised as follows:

- (1) support was given to the frequency increase of bus service arranged by the PITCL on public holidays but it was hoped that the PITCL could make further coordination to meet the transport need of the residents of the areas concerned and members of the public from other districts;
- (2) on average, the waiting time of a passenger for boarding a residents' bus was 20 minutes. Assuming that a passenger could get on a bus by waiting for two departures at most, one might need to wait for 40 minutes before boarding, and such a long waiting time was undesirable;
- (3) it was opined that the residents and PITCL had different expectations about the waiting time for a bus by a passenger and the residents were dissatisfied with the service provided by the PITCL;
- (4) as Ma Wan had developed into a tourist spot which attracted an ever-increasing patronage on public holidays, the TD should no longer shirk its responsibility to the residents' bus company to meet the travel demand. It was suggested that the TD should consider approving the provision of more public bus or ferry services of other types to divert the passenger flow;
- (5) it was enquired whether the TD could arrange for additional public bus services on public holidays to meet the need;
- (6) it was opined that residents' bus service was of less frequency and that the indication of signs showing passengers to access to the bus stop in Tsuen Wan was unclear. It was hoped that the PITCL could provide more signs to facilitate passengers' access to bus stop and provide an additional departure for residents' bus routes in the evening of public holidays to divert the passenger flow;
- (7) some Members had waited for boarding a bus of the residents' bus route for almost half an hour between 3:00 p.m. and 4:00 p.m. Moreover, some elderly and children passengers had to stand in the buses throughout the journey because the buses were in a full house and all the seats were occupied. Hence, it was hoped that the PITCL would take into account the safety of passengers by increasing the frequency of departures in the afternoon;

- (8) Ma Wan had developed into a tourist spot, resulting in an ascending transport demand. Once the waiting time for public transport services of passengers from outside was unreasonably long, they would lodge complaints to the district councillors of the constituency areas. In this connection, it was hoped that the PITCL would review the relevant data and enhance its service through frequency increase in residents' bus service on public holidays; and
- (9) it was recommended that the PITCL should have frequency increase in ferry service on public holidays to divert the passenger flow.

68. Sr Transp Offr/Tsuen Wan of the TD responded that according to the deed of mutual covenant signed among the developer, owners and property management office of Park Island, the developer had the exclusive rights to provide bus and ferry services between Park Island and other places. Hence, the current operation of bus and ferry services by the developer for Ma Wan was in compliance with the relevant arrangement.

69. General Manager of the PITCL responded that if the frequencies of residents' bus routes commuting from Park Island to Tsuen Wan Station and from Park Island to Tsuen Wan West Station were taken into consideration altogether, there would be one departure of residents' bus bounding for Tsuen Wan Station or Tsuen Wan West Station every 10 minutes on average, and passengers actually did not need to wait for 40 minutes for boarding. The PITCL would make every effort to provide bus service but could not ensure that every passenger would have a seat during each journey. Regarding enhancement of ferry service, the PITCL had been operating the ferry service at a loss due to extremely low occupancy rate and high operating cost. For this reason, the frequency of ferry trips was reduced after it had held a discussion with the residents of Park Island in 2012, and the daily departure time of ferry was further deferred to 4:35 p.m. since October 2016 to tie in with the passengers' demand. The PITCL would provide more signs to facilitate passengers to access to the residents' bus station of the route between Tsuen Wan and Park Island.

70. The views and enquiries of Mr CHOW Ping-tim and Mr CHAN Sung-ip were summarised as follows:

- (1) it was reminded that the provision of bus and ferry services to residents in the area by the developer was one of the conditions for the development of Park Island. Hence, the PITCL should not shrink from taking up its responsibilities anymore, but should actively consider enhancing the ferry service instead;
- (2) it was requested for enhancement of bus service by providing low-floor buses without allowing standing passengers; and
- (3) it was hoped that the PITCL could provide signs printed with words of larger font size and clear indication to better facilitate passengers to obtain information on public transport interchange.

71. The Chairman concluded that he hoped that the PITCL would take up its corporate responsibility and respond to Members' aspirations in order to meet the transport need of the public for travelling to and from Park Island.

XI Item 10: Request for a trial run of one airport bus to Tsing Lung Tau everyday
(T&TC Paper No. 31/16-17)

72. The Chairman said that the paper was submitted by the Hon TIEN Puk-sun, Michael, Mr WONG Wai-kit and Ms LAM, Lam Nixie.

73. The Hon TIEN Puk-sun, Michael, Mr WONG Wai-kit and Ms LAM, Lam Nixie introduced the paper.

74. Sr Transp Offr/Tsuen Wan of the TD responded that the TD had discussed with the Long Win on this matter but a final conclusion was not reached before the meeting.

75. Assistant Manager (Operations) of the Long Win responded that as Route A31P had been in trial run for more than two months only, the Long Win needed more time to carefully assess the passenger volume in Tsing Lung Tau and estimate the population in this area at present and in future. The Long Win noted Members' views and would complete the assessment of passenger volume by the end of 2016 or early 2017. Adjustments to service arrangement might be made after considering various factors such as journey time and passenger volume and the findings would be reported to the TWDC.

76. The views and enquiries of the Chairman, the Hon TIEN Puk-sun, Michael, Mr NG Hin-lung, Norris and Mr CHENG Chit-pun were summarised as follows:

- (1) it was considered that it took too long for the Long Win to review the passenger volume of Route A31P;
- (2) it was considered that the Long Win's decision of not operating a trial run was unacceptable. It was opined that as long as the Long Win had collected a certain amount of data, it might consider operating a trial run of re-routeing this airport shuttle bus route by passing via Tsing Lung Tau. If the occupancy rate was unsatisfactory, the Long Win could immediately cancel the trial run without causing any significant impact on its operation;
- (3) as shown in the data provided by the Long Win, the journey time of only five departures of this bus route exceeded 55 minutes. Accordingly, the Long Win might consider operating the trial run of extending the routeing of the airport shuttle bus route to Tsing Lung Tau once a day with a departure other than the above-mentioned ones;
- (4) it was suggested that the Long Win should provide special departures from Tsing Lung Tau to the Airport during morning peak hours to facilitate the home-to-office journey for aviation industry practitioners. It was believed that if additional resources were available for the Long Win to provide special departures during peak hours, it could even do so during non-peak hours. Hence, it was recommended that the Long Win should

provide bus service between Tsing Lung Tau and the Airport round-the-clock;

- (5) Hong Kong people did not have overseas trips frequently. Besides, the arrival/departure time of flights was not scheduled at a particular time of a day. Under such circumstances, if the occupancy rate of the special departure for the trial run to pass via Tsing Lung Tau during non-peak hours once a day was too low, it was worrisome that it might give the public a misconception that the transport need of residents in Tsing Lung Tau for airport shuttle bus service was not so great. Hence, vigorous effort would be made to strive for whole-day re-routeing of this airport shuttle bus route to pass via Tsing Lung Tau; and
- (6) if a special departure of airport shuttle bus route was re-routed to pass via Tsing Lung Tau during non-peak hours as trial run, the shortest outbound and inbound journey time would be 44 minutes and 37 minutes respectively. As a round trip would take 81 minutes, there was still a time buffer of 39 minutes, so that the bus drivers might take a rest between two trips. Hence, it was hoped that the Long Win would implement the trial run of Route A31P to pass via Tsing Lung Tau as soon as possible.

77. Assistant Manager (Operations) of the Long Win responded that he noted Members' views. As the proposal was put forth for the first time, he had to relay Members' views to his company for further discussion.

78. The views and enquiries of the Chairman, Ms LAM, Lam Nixie, the Vice Chairman, Mr KOO Yeung-pong, Mr MAN Yu-ming and Mr NG Hin-lung, Norris were summarised as follows:

- (1) dissatisfaction was expressed over the response given by the representative of the Long Win because the agenda item was not discussed in the Committee for the very first time. It was expected that the Long Win would deal with the issue in a pragmatic manner;
- (2) it was the responsibility of the Long Win to provide services for the public. It was recommended that the Long Win should carefully study the feasibility of the proposal and through the trial run, the Long Win tried to understand the implication of re-routeing the bus route to pass through Tsing Lung Tau on the turnover of the Company;
- (3) it was urged that the Long Win should provide justifications for conducting or not conducting a trial run after the meeting;
- (4) it was proposed that additional departures of the airport shuttle bus route should be provided at 9:45 p.m. and 10:45 p.m. to pass via Tsing Lung Tau as the trial run and the findings of the trial run should be reported within one month;
- (5) it was reiterated that the residents of Hong Kong Garden had a strong demand for airport shuttle bus service. It was disagreed that re-routeing of the bus route to pass through Tsing Lung Tau would greatly lengthen the journey time. It was expected that the Long Win could respond to the demand by conducting a trial run to provide an additional departure of the

- airport shuttle bus route as soon as possible;
- (6) the KMB was commended for its receptive attitude to implement a trial run of Route 40P, which was currently providing a whole-day service between the district and Kwun Tong. The Long Win was also expected to improve its service attitude and actively consider the proposal about trial run; and
 - (7) if the trial run aimed to test passenger volume, it was worrisome that a low occupancy rate during non-peak hours which was equivalent to a little demand would be misleading. If the trial run aimed to test practical operation of a re-routed trip, it was supported that the provision of a special departure of this airport shuttle bus route to pass through Tsing Lung Tau once a day.

79. The Chairman said that all Members having submitted papers about this agenda item were in support of the proposed re-routeing of Route A31P to Tsing Lung Tau. Hence, the demand of residents in Tsing Lung Tau should not be neglected. The journey time of the route during non-peak hours would be shorter, facilitating the buses to pass via Tsing Lung Tau. Hence, he hoped that the Long Win and TD would actively consider the proposal of trial run.

80. Assistant Manager (Operations) of the Long Win explained that he did not intend to reject Members' proposal of enhancing service through a trial run. However, the Long Win would have prepared a timetable to review service whenever a new route was to be implemented. He would relay Members' proposals to his company which would actively study the issue.

81. The Hon TIEN Puk-sun, Michael, read out his motion that "Strongly request the bus company to conduct a trial run of the airport shuttle bus route to pass via Tsing Lung Tau including Sea Crest Villa and Hong Kong Garden once a day as soon as possible in order to obtain more actual field observed data to support the provision of a whole-day service of this route." The motion was seconded by Mr WONG Wai-kit and Ms LAM, Lam Nixie.

82. The Chairman asked whether Members would move an amended motion. No amended motion was moved.

83. The Chairman asked Members to vote on the original motion. After voting, the motion was endorsed unanimously. The Chairman asked the Secretariat to convey the motion to the TD.

(Post-meeting note: The T&TC conveyed the above motion to the TD in writing on 16 November 2016.)

XII Item 11: Request to Extend the Access Period for Coaches Entering Ma Wan As Soon As Possible
(T&TC Paper No. 35/16-17)

84. The Chairman said that the paper was submitted by Mr CHAN Sung-ip.

85. Mr CHAN Sung-ip introduced the paper.

86. Sr Transp Offr/Tsuen Wan of the TD responded that coaches were permitted to enter Ma Wan during the non-peak hours from 10:00 a.m. to 4:00 p.m. currently. The operators of coach service having the need to arrange coaches for accessing to Ma Wan outside the above-mentioned period were required to apply for prohibited zone permits in advance. The TD had always been providing assistance and timely issued the prohibited zone permits to facilitate coaches accessing to Ma Wan during the period of prohibition. The TD kept an open mind towards the proposal of extending the access period of coaches to between 9:00 a.m. and 12:00 a.m. and gauged views from Members, in particular the district councilors of the constituency areas.

87. The views and enquiries of Mr TAM Hoi-pong, the Vice Chairman, Ms LAM Yuen-pun, Phyllis, Mr CHAN Chun-chung, Jones, Mr KOO Yeung-pong, Mr WONG Wai-kit, Mr MAN Yu-ming and the Chairman were summarised as follows:

- (1) the planning of Ma Wan might not be conducive to coping with substantial pedestrian movement and vehicular flow arising within a short period of time. Owing to the occurrence of traffic accidents on the island some time ago, local residents had even considered requesting to reduce the speed limit of vehicles to below 50 kilometre/hour (km/hr);
- (2) it was opined that the TD should carefully consider whether the access period was to be extended. No matter what the result would be, the TD had to tackle the problems of speeding and illegal parking of coaches in Ma Wan;
- (3) it was recommended that the TD should publish through the Internet the detailed procedures of application for prohibited zone permits for accessing to Ma Wan;
- (4) support was given to the proposed extension of access period for coaches accessing to Ma Wan so that school picnics on the island could be arranged more flexibly;
- (5) it was considered that the extension of the access period of coaches would facilitate visitors to go to Ma Wan at different intervals of a day and thus help divert the passenger flow;
- (6) it was opined that extension of access period for coaches to enter Ma Wan would facilitate visitors to access to Ma Wan by different modes of transport and help reduce the nuisance caused by vehicles to residents on the island;
- (7) there was contradiction in policies. Ma Wan was originally designated as a tourist spot; meanwhile, the Government imposed many restrictions on its traffic arrangement;
- (8) it was opined that the coaches accessing to Ma Wan were different from other kinds of commercial vehicles because they mainly provided pick up/drop off service for visitors. Extension of access period would help

- divert passenger flow and mitigate traffic congestion on public holidays;
- (9) although the organisers of activities might apply for the prohibited zone permits for coaches accessing to Ma Wan during the prohibited period, it was still inflexible for operators to arrange coaches to provide service for passengers due to the limited access period. It was expected that extension of access period would facilitate convenient access to and from Ma Wan by the public;
 - (10) as the applicants had to undergo complicated procedures for applying for the prohibited zone permits, it was supported that the access period should be extended to encourage the groups or individuals to conduct activities on the island;
 - (11) it was opined that extension of access period might encourage visitors to travel to and from Ma Wan with coaches, so that the demand for residents' bus service provided by the PITCL would be relieved;
 - (12) support was given to the extension of access period but it was proposed to impose restrictions on operation of coaches in the meantime. It was suggested that coaches should drop off and pick up passengers at designated parking space to minimise the impact on residents on the island; and
 - (13) it was enquired about the restrictions of applying for prohibited zone permits to Ma Wan.

88. Sr Transp Offr/Tsuen Wan of the TD responded that the public might obtain information on and apply for prohibited zone permits to Ma Wan via the official website of the TD. Visitors of the Ma Wan Park could also apply for such permits through the arrangement of the management of the park via its computer system. Based on the purpose of application and adequacy of documents provided, the TD would decide whether the prohibited zone permits were to be issued. Up till then, the TD had never refused any application submitted by coach service operators. After receiving complaints of illegal parking, the TD would inform the Police of these cases for stringent enforcement action.

89. Engineer/Tsuen Wan 2 (Engr/Tsuen Wan 2) of the TD responded that there were 30 parking spaces currently designated for coaches on Pak Yan Road in Ma Wan, and the parking demand could be met adequately. As indicated in the traffic impact assessment report of Ma Wan received by the TD, a little impact was brought by the traffic volume in Ma Wan on the local parking facilities, arrangement for picking up/dropping off passengers and the surrounding environment. The current speed limit of vehicles was 50 km/hr in Ma Wan. To avoid adversely affecting residents on the island and residents' bus service operated by the PITCL, the TD would not relax the speed limit of vehicles to more than 50 km/hr in Ma Wan.

90. The views and enquiries of Mr CHAN Sung-ip, Mr TAM Hoi-pong and Mr WONG Man-chau were summarised as follows:

- (1) except for participating in activities like wedding ceremonies, only a few people would apply for the prohibited zone permits for access to Ma Wan

- after 4:00 p.m. Generally, the public would travel to Ma Wan with the residents' bus service provided by the PITCL;
- (2) the TD's response was disappointing because the road safety and tranquility of the island had already been negatively affected by illegal parking of coaches as reflected by some residents;
 - (3) if the TD decided to extend the access period, a prior consultation should be conducted to avoid arousing discontent among residents on the island;
 - (4) no regular patrol was arranged by Kwai Tsing Police District on the island where illegal parking was not uncommon. More visitors entering Ma Wan during the extended access period would impose additional burden on the residents' bus service of the PITCL;
 - (5) the TD should consider the adequacy of the comprehensive service facilities and the impact on residents before approving the expectation; and
 - (6) it was estimated that neither there would be too many people accessing to Ma Wan by coach after 4:00 p.m. nor the routeing of coaches would pass through residential buildings. Hence, the daily life of residents in Ma Wan would not be affected.

91. The Chairman hoped that the TD would conduct extensive consultation on the agenda item after collecting Members' views in order to actively solve the traffic problem in Ma Wan on public holidays. He also urged the OC Dist Traffic Team (Tsuen Wan) of the HKPF to relay Members' views to the staff members of Kwai Tsing district in order to resolve the problem of illegal parking.

XIII Item 12: 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 October 2016)
(T&TC Paper No. 32/16-17)

92. Dist Engr/Tsuen Wan of the HyD introduced the paper.

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

- (1) it was enquired about the progress of Project No. NE/16/01680-48 (Extension of the existing lay-by bay at the bus stop near Hong Kong Garden on Tsing Lung Tau - Castle Peak Road) and a series of proposed projects including amendment to speed limit of vehicles and arrangement for installing radar speed detector with camera; and
- (2) it was enquired about the details and timetables of Project No.: NE/16/00563-45 (Additional provision of pedestrian crossing facilities at San Tung Uk Road near Wo Yi Hop Road) and Project No.: NE/16/00968-20 (on Cheung Pei Shan Road near Wo Yi Hop Interchange).

94. Dist Engr/TW of the HyD responded that after the HyD had received the works order issued by the TD regarding Project No. NE/16/01680-48, the HyD immediately contacted the public utility companies. In the initial replies from the public utility companies, it was reported that some underground public facilities were installed

nearby. The HyD would arrange for exploratory works in December 2016 to confirm the exact location of these public facilities. The widening works of the lay-by bay would be carried out only after the public utility companies had completed the relocation of the affected underground public facilities. Regarding Project No. NE/16/00563-45 (Additional provision of pedestrian crossing facilities on San Tung Uk Road near Wo Yi Hop Road), the HyD had issued the works order to the contractor for commencement of works within November 2016, and would monitor the contractor to complete the project as soon as possible. The HyD also noticed that the works site of another project, i.e. Project No.: NE/16/00968-20 (Painting of road signs on Cheung Pei Shan Road near the Wo Yi Hop Interchange), was near the site of Project No.: NE/16/00563-45. The two projects would tie in with each other for implementation as far as possible to minimise the impact on residents.

95. Engr/Tsuen Wan 2 of the TD responded that, in regard to the amendment to speed limit of vehicles and the installation of radar speed detector with camera, the TD had issued a works order in early November 2016, urging the HyD to tighten the speed limit of vehicles in the road section near Hong Kong Garden from 70 km/hr to 50 km/hr as soon as possible. He would follow up on the installation of radar speed detector with camera after the meeting.

XIV Item 13: Application for District Council Funds as regards Activities Co-organised by the Task Force on Public Transport Network and District Organisations

(T&TC Paper No. 33/16-17)

96. The Secretary introduced the paper and read out the list of Members who were concurrently the Members of the Task Force on Public Transport Network, so as to indicate that they had made declaration of their membership. The membership list was set out in Annex II.

97. As the Chairman and the Vice Chairmen had declared an interest, the T&TC agreed that Mr CHAN Sung-ip took over the chair temporarily. The Acting Chairman asked if any Member needed to make declaration of other interest. No Members made declaration of other interest. The Acting Chairman permitted that the Members who were concurrently the Members of the Task Force on Public Transport Network could vote and speak on the funding application.

98. The T&TC approved one funding application as follows:

<u>Activity</u>	<u>Applicant Organisation/ Co-organiser</u>	<u>Approved Amount (\$)</u>
(1) Fitness Walk cum Kick-off Ceremony Carnival at Tsing Tsuen Bridge	Riviera Sports Association	20,000

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

(A) Working Group on Tsuen Wan Footbridge Network

99. Mr KOO Yeung-pong reported that the Working Group on Tsuen Wan Footbridge Network held a meeting on 20 October 2016. The representative of the HyD reported on the latest progress of Footbridges A, B, C and D. Regarding the water leakage occurred at Footbridge A on 19 October 2016, the day when Black Rainstorm Warning was in force, the representative of the HyD said that the maintenance staff of the HyD had been monitoring the operation of Footbridge A since then and, according to the actual situation and views of the Members concerned, continued to optimise the improvement works. For example, a cat ladder was installed to facilitate the working staff to swiftly go to the roof of the footbridge for removal of objects blocking water drainage, and rubber plates were installed at the sides of the footbridge to prevent rain water from being blown into the bridge deck as far as possible. The HyD would follow up on the incident occurred that day and keep on optimising and improving the footbridge. In regard to the alignment design of Footbridge B, the departments concerned had made revisions according to the views of the Working Group, the district councillors of the constituency areas and stakeholders. The HyD was reviewing afresh the information on the underground public facilities along the alignment of the footbridge. If necessary, the HyD would fine-tune the alignment and conduct further consultation. In regard to Footbridge C, the TD had received divergent views of and objections to its proposed alignment. The HyD was re-examining the alignment design of Footbridge C. The preliminary works of Footbridge D had been implemented progressively since September 2016. The main item of works currently in progress was the relocation of the existing underground cable by CLP. The HyD would follow up with the CLP on this. Upon completion of the relocation work, the works of foundation and bridge deck of the footbridge would be commenced gradually.

(B) Task Force on Public Transport Network

100. Mr CHOW Ping-tim reported that the Task Force on Public Transport Network had followed up on eight items at the 5th meeting held on 12 October 2016 as follows:

- (1) Request to the TD for provision of motorcycle parking space at suitable locations in Tsuen Wan District as soon as possible to meet the demand of local motorists

The HyD had commenced the works of additional provision for motorcycle daytime parking space at Tsuen King Circuit and On Yin Street, which involved relocation of underground public facilities by four companies. The CLP had completed the relocation of its underground facilities in September 2016. The Hong Kong Broadband Network Limited had completed its relocation in October 2016. Other telecommunications companies would complete theirs before February 2017;

- (2) Strong request for the Police and the TD to take immediate action to tackle the current traffic congestion in Luen Yan Street strictly and seriously in order to address the problem of disrupting public bus services and improve the traffic flow in the area

As there was no significant improvement in tackling illegal parking in Luen Yan Street, the Task Force would send a letter of request to the Police and TD to monitor the above-mentioned situation closely and review whether

the prohibited period of parking should be extended;

- (3) Strong request to the TD for urging the operators of various means of public transport to submit the proposal of adjustment of various transport service frequency in order to cope with the scenario of urgent demand from sudden crowd surge

The TD had conducted a survey on the frequency and passenger volume of Green Minibus Route 310M and the findings reflected that the existing Green Minibus service had already met the passenger demand;

- (4) Request for strengthened enforcement action against illegal parking at the residents' bus stop off Sai Lau Kok Multi-storey Carpark Building and quest of improvement measures

The TD had conducted a local consultation about the widening of the lay-by bay off Waldorf Centre and Tsuen Cheong Centre and was currently studying the views collected in the consultation exercise for amendment of works plan;

- (5) Strong request to the TD for prompt study of the proposal of extending and improving the relevant road sections in Wing Tak Street and provision of taxi pick-up and drop-off parking spaces to facilitate visitors and residents travelling to and from City Point, as well as request to Hong Kong Police Force for strengthened enforcement action in Wing Tak Street and Wing Shun Street to avoid aggravated traffic problem and maintain a smooth traffic flow in Tsuen Wan waterfront

The TD would place a "No U-turn" warning sign on Texaco Road where vehicles might make a left-turn movement to Wing Tak Street, prohibiting motorists to turn vehicles about and affect traffic adversely. The HyD had completed the works in August 2016. Besides, the TD had prepared a detailed plan regarding the proposed provision of a taxi lay-by off City Point and would, together with the TWDO, conduct a local consultation about the proposal;

- (6) Bus Route Planning Programme 2016-2017 for Tsuen Wan District

Under the programme, the proposed service rationalisation of the proposed Route 238P and the existing Route 238S would be implemented on 17 October 2016. Route 238S would be cancelled that day while Route 238P would have frequency increase by providing four additional departures at 7:48 a.m., 8:00 a.m., 8:12 p.m. and 8:24 p.m. from Riviera Gardens Bus Terminus;

- (7) Proposed relocation of the drop-off point of Green Minibus Route 84 from Sheeny Terrace to Joyful Building, as well as request to the TD for retaining the drop-off point of Green Minibus Route 84 at Sheeny Terrace and providing additional drop-off points at Joyful Building and at Tsuen Tak Gardens Block B to facilitate alighting of residents of Tsuen Tak Gardens and Kam Fung Garden

The TD opined that additional provision of a drop off point off Block B of Tsuen Tak Garden would cause obstruction of motorists' vision, and that the safety of other drivers and road users would be adversely affected at the time GMBs left the drop off point after setting down passengers. For this

reason, the TD did not support the proposed provision of a Green Minibus stop at the above-mentioned location. Besides, the TD did not oppose the proposed provision of a Green Minibus stop off Blocks A and B of Joyful Building without cancelling the existing Green Minibus stop at Sheeny Terrace. However, the pick-up/drop-off activities of GMBs operating this route in the morning peak hours might affect the operation of other minibuses negatively; and

- (8) Strong request to the TD and HyD for immediate provision of detailed information on traffic projects at the industrial area in Wang Lung Street for understanding and discussion

The stage 1 of the project on Wang Lung Street improvement works was completed in late August 2016. The TD was making arrangement for relocation of the underground public facilities to prepare for the implementation of the stage 2 of the project on Wang Lung Street improvement works.

In addition, the 6th meeting of the Task Force would be held on 23 November 2016.

(C) Working Group on Road Safety Education and Promotion

101. The Vice Chairman reported that the Working Group had no special business to report.

XVI Item 15: Any Other Business

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

- (1) Financial Statement of Traffic and Transport Committee as at 21 October 2016
(T&TC Paper No. 34/16-17).

103. The Chairman reminded Members that the next meeting was scheduled at 2:30 p.m. on 9 January 2017 (Monday) and the deadline for submission of paper was 20 December 2016.

XVII Adjournment of Meeting

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

Tsuen Wan District Council Secretariat
December 2016

Traffic and Transport Committee
Membership List of the Working Group on Roof Cover for Passageway (Non-standing)

Convener	:	Mr LO Siu-kit
Members	:	Mr WONG Ka-wa
		Mr KOO Yeung-pong, MH
		Mr NG Hin-lung, Norris
		Ms LAM Yuen-pun, Phyllis
		Ms LAM, Lam Nixie
		Mr LAM Faat-kang, MH
		Mr CHAN Chun-chung, Jones
		Mr CHAN Sung-ip, MH
		Mr WONG Wai-kit
		Mr KOT Siu-yuen
		Mr CHOW Ping-tim
		Mr CHENG Chit-pun
		Mr WONG Fah-man
		Mr FUNG Cheuk-sum
		Mr WONG Man-chau
		Mr FONG Yun-fat

Traffic and Transport Committee
Membership List of Task Force on Public Transport Network in 2016-17

Convener	:	Mr CHOW Ping-tim
Vice Convener	:	Mr CHENG Chit-pun
Members	:	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 CHAN Chun-chung, Jones
		Mr CHAN Yuen-sum, Sumly
		Mr WONG Ka-wa
		Mr WONG Wai-kit
		Mr LO Siu-kit
		Mr TAM Hoi-pong
		Mr WONG Fah-man
		Mr FONG Yun-fat
		Mr FUNG Cheuk-sum
		Mr TSANG Tai
		Mr WONG Man-chau