

(Translation)

Minutes of the 7<sup>th</sup> Meeting of the Traffic and Transport Committee (5/16-17)

Date: 9 January 2017

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  
Mr LI Hung-por  
Ms LAM Yuen-pun, Phyllis  
Ms LAM, Lam Nixie  
The Hon CHAN Han-pan, Ben, JP  
Mr CHAN Chun-chung, Jones  
Mr CHAN Sung-ip, MH  
Mr CHAN Yuen-sum, Sumly  
Mr WONG Wai-kit  
Mr KOT Siu-yuen  
Mr CHOW Ping-tim  
Mr CHENG Chit-pun  
Mr TAM Hoi-pong

Co-opted Members

Mr WONG Fah-man  
Mr FONG Yun-fat  
Mr MA Ting-hei  
Mr FUNG Cheuk-sum  
Mr TSANG Tai  
Mr WONG Man-chau

Government Representatives

Mr LAU Wing-kei, Jason	District Operations Officer (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 CHEUNG Kim-hung, Michael	Engineer/Tsuen Wan 2, Transport Department
Mr TANG Siu-chung	District Engineer/Kwai Chung & Tsing Yi, Highways Department
Mr CHAN Siu-wan, Wallace	Town Planner/Tsuen Wan 1, 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 item 3

Mr KONG Tai-wing	Deputy Project Manager/Major Works (1), Highways Department
Ms YEUNG Sai-hee	Senior Engineer 4/Universal Accessibility, Major Works Project Management Office, Highways Department
Mr POON Ka-ho	Engineer 4/Universal Accessibility, Major Works Project Management Office, Highways Department
Mr CHAN Ho-kong	Project Manager, Mannings (Asia) Consultants Ltd.

For discussion of item 5

Mr TSE Hing-chit	Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department
Ms Ava Ho	Assistant Public Relations Manager, MTR Corporation Limited

Absent:

Member

Mr LAM Faat-kang, MH

The Meeting

I Opening Remarks and Introduction

The Chairman welcomed Members, Co-opted Members, representatives from the Government and corporations to the 7<sup>th</sup> meeting of the Traffic and Transport Committee (“T&TC”). He introduced Mr CHEUNG Kim-hung, Michael, Engineer/Tsuen Wan 2 (Engr/Tsuen Wan 2) of the Transport Department (“TD”) in replacement of Mr CHAN Kai-yin, and Mr TANG Siu-chung, District Engineer/Kwai

Chung & Tsing Yi (Dist Engr/Kwai Chung & Tsing Yi) of the Highways Department (“HyD”), who attended the meeting on behalf of Mr CHONG Kwok-wai.

2. The Chairman said that Mr LAM Faat-kang was absent with apologies.
3. The Chairman reminded Members of section 28 of the Tsuen Wan District Council Standing Order 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 7.11.2016

4. 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

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

IV Item 3: The Next Phase of the “Universal Accessibility Programme”  
(T&TC Paper No. 36/16-17)

6. The Chairman said that the paper had been submitted by the HyD to report to Members the latest progress of the Universal Accessibility Programme (“UAP”), and consult Members on the prioritisation of lift retrofitting projects in the district as proposed by the public. The Chairman introduced the representatives of the HyD and its consultant to the meeting, including:

- (1) Mr KONG Tai-wing, Deputy Project Manager/Major Works (1) (Dep Project Mgr/Major Works(1)) of the HyD;
- (2) Ms YEUNG Sai-hee, Senior Engineer 4/Universal Accessibility, Major Works Project Management Office (Sr Engr 4/Universal Accessibility) of the HyD;
- (3) Mr POON Ka-ho, Engineer 4/Universal Accessibility, Major Works Project Management Office (Engr 4/Universal Accessibility) of the HyD; and
- (4) Mr CHAN Ho-kong, Project Manager of Mannings (Asia) Consultants Ltd.

7. Dep Project Mgr/Major Works (1) of the HyD reported that the UAP had been implemented for more than four years, aiming to retrofit barrier-free access (“BFA”) facilities at existing public walkways (i.e. public footbridges, elevated walkways and subways maintained by the HyD), including provision of lifts and standard ramps. Under the UAP, there were more than 200 projects underway in the territory. More than 10 of them had been implemented in Tsuen Wan, and four projects thereof had been completed and the remaining ones would be completed in 2018. The HyD said that the Government had planned to implement the next phase of the UAP, and would like to invite the District Councils (“DCs”) to nominate not more than three existing walkways proposed by the public for retrofitting lifts in the second phase of the UAP.

8. Sr Engr 4/Universal Accessibility of the HyD, briefed Members on the background, progress and contents of the next phase of the UAP. Under the next stage of the UAP, walkways that could be considered by Members would no longer be confined to public walkways maintained by the HyD, provided that the four criteria set out in the paper were met and no land resumption should be involved. She also briefed Members on details about walkways available for consideration under the UAP for Members' reference.

(Note: Mr CHENG Chit-pun and Mr FONG Yun-fat joined the meeting at 2:40 p.m.; the Hon TIEN Puk-sun, Michael joined the meeting at 2:45 p.m.; and Mr LI Hung-por joined the meeting at 2:52 p.m.)

9. The Chairman enquired about further details of other public walkways proposed by the public but not included for consideration in this consultation on the UAP as stated in Annex II, including Structure Nos. NF220 (across Cheung Pei Shan Road near Shek Wai Kok Road), NF248 (across Shing Mun Road near Castle Peak Road - Tsuen Wan section (near the exit of Si Yuan School of the Precious Blood)) and NF464 (connecting Kwok Shui Road and Exit A of MTR Tai Wo Hau Station).

10. Dep Project Mgr/Major Works (1) of the HyD responded that the first six projects set out in Annex II of T&TC Paper No. 36/16-17 had already been included in the "Existing Programme" and "Expanded Programme", and these projects had also commenced. Given that the sites proposed by the public for retrofitting of lifts at Structure No. NF220 at the slope adjacent to noise barriers on Cheung Pei Shan Road, owing to the cramped surrounding environment, there was insufficient space for retrofitting of lifts and construction of footpath. As for the site proposed by the public for retrofitting of lifts at Structure No. NF248, given the existence of a substantial number of underground pipelines and cables at the location concerned, there was insufficient space for retrofitting of lifts. As Structure No. NF464 did not fall within the scope of public walkways under the UAP, the HyD would not retrofit a lift at this site under the UAP, but had already referred the proposal to the TD for following up.

11. The Chairman said that Members could raise comments and new suggestions to the departments concerned at the meeting, and there was no need to prioritise walkways for implementation of the UAP on the same day.

12. The views and enquiries of Mr CHAN Yuen-sum, Sumly, Mr CHAN Chun-chung, Jones, Mr WONG Wai-kit, Ms LAM, Lam Nixie and the Hon TIEN Puk-sun, Michael were summarised as follows:

- (1) it was enquired about the reasons Structure No. NF464 was not considered. It was considered that given that this walkway was located at Kwok Shui Road Park and connected to Kwok Shui Road maintained by the HyD, there was a high people flow and quite a number of the old and the weak, persons with disabilities ("PWDs") and pregnant women travelled to MTR Tai Wo

Hau Station via this pathway, there was a need to install a BFA facility at this location;

- (2) given that MTR Corporation Limited (“MTRCL”) would not finance the retrofitting of lifts at Kwok Shui Road, it was hoped that the HyD could seriously reconsider the feasibility of retrofitting lifts near Structure No. NF464;
- (3) as regards the proposed site for retrofitting of lifts at Structure No. NF220, Members did not mean to propose the retrofitting of a lift at the location indicated in the drawing. However, as the residents in Lo Wai Village would primarily make use of this footbridge to cross the road, it was suggested that the HyD should reconsider the proposed site. If it was considered that the proposed site was not suitable for carrying out retrofitting works, the HyD might select a more suitable site in the vicinity for retrofitting of lifts, so as to facilitate the access of residents in Lo Wai Village to/from the bus terminus or their homes when crossing the road;
- (4) it was indicated that some Members had sought the retrofitting of lifts adjacent to Structure No. NF248 because likewise, there was a lack of pedestrian crossing facilities at a nearby primary school. It was hoped that the HyD would reconsider its feasibility;
- (5) support was given to the retrofitting of lifts adjacent to Structure No. NF166 to connect Clague Garden Estate and the industrial area in the vicinity of Hoi Shing Road, which would also facilitate the access of residents in Belvedere Garden to Tsuen Wan Plaza;
- (6) it was enquired about the procedures for selecting and prioritising walkways;
- (7) support was given to the retrofitting of lifts adjacent to Structure No. NF166 to facilitate the access of local residents to the town centre;
- (8) it was opined that given the extremely high pedestrian flow at Discovery Park, the escalators connecting to the premises had often malfunctioned in rainy weather, and it took time to repair. Therefore, the retrofitting of a lift near Structure No. TW03 had been sought to relieve pedestrian traffic; and
- (9) owing to a lack of pedestrian crossing facilities at Castle Peak Road in the vicinity of Hong Kong Garden, quite many jaywalkers crossed the road just for sake of convenience, thus posing risks to road users. It was recommended to retrofit lifts in the vicinity of Structure No. NF437 to safeguard pedestrian safety.

13. Dep Project Mgr/Major Works (1) of the HyD responded that Structure No. NF464 was an access staircase adjacent to the MTR station instead of a footbridge or subway across public roads. The HyD had referred this proposal to the TD for consideration. As Structure No. NF220 was located beside a slope with noise barriers nearby, there was insufficient space to accommodate a BFA facility under the “Hillside escalator links and elevator systems programme” (“Hillside escalator links programme”). If a lift was to be retrofitted relatively further away with the construction of a connecting footbridge, it could not bring convenience to residents and would defeat the purpose of the retrofitting works. The HyD was carrying out

retrofitting works of a lift at one side of Structure No. NF248 near Ho Fai Commercial Centre. Owing to the existence of a substantial number of underground pipelines at the other side near Si Yuan School of the Precious Blood, there was insufficient space for retrofitting of a lift.

14. The views and enquiries of Mr TAM Hoi-pong, Mr NG Hin-lung, Norris, Mr KOT Siu-yuen, Mr LI Hung-por and Mr KOO Yeung-pong were summarised as follows:

- (1) it was enquired why the retrofitting of lifts at Structure No. NF343 was proposed given that there were already provision of lifts at Tsuen Wan Town Hall and its vicinity;
- (2) it was enquired the HyD whether the retrofitting of lifts was determined by the construction costs given that the cost of construction works varies among different sites;
- (3) it was enquired about the criteria for assessing quotations given that the estimated cost of retrofitting lifts at \$20 million was too high, and suggested that the HyD should retrofit four lifts at a lower cost;
- (4) it was suggested that lifts should be retrofitted on Castle Peak Road to link up Sea Crest Villa with Anglers' Bay because there were about 3 300 residents currently living in the three housing estates along Castle Peak Road;
- (5) the walkway leading to Sea Crest Villa and Anglers' Bay across a hillside staircase maintained by the Government had met the requirements for retrofitting of lifts at walkways because it was open for public access round the clock and was not privately owned;
- (6) despite that retrofitting of lifts at Structure No. NF437 could facilitate the elderly, the weak and PWDs in crossing the road, many jaywalkers still cross the road just for the sake of convenience. It was thus clear that there was an imminent need to provide an additional pedestrian crossing facility at the location concerned. In an audit report published upon completion of the widening works of Castle Peak Road, the Audit Commission criticised the department concerned for failing to provide a traffic light controlled pedestrian crossing to regulate the traffic flow from Castle Peak Road towards Hong Kong Garden. Therefore, Members opined that the most direct and effective solution was to provide a pedestrian crossing at the main entrance of Hong Kong Garden on Castle Peak Road. They also opined that it would not be an appropriate solution if the TD required that no pedestrian crossing would be provided if lifts were retrofitted;
- (7) a Member supported the retrofitting of lifts at Structure No. TW01. However, given that the lift retrofitting project at Structure No. NF186 for implementation in the first phase of the UAP had yet to complete after four years had lapsed, and that residents had also raised objection to the proposed site, it was worried that the retrofitting works at Structure No. TW01 would encounter similar problems;

- (8) it was enquired whether the degree of difficulty of various works projects would hinder the selection process and the progress of the construction of walkways;
- (9) it was recommended that the HyD should set objective standards to avoid arousing controversies during the selection of walkways;
- (10) it was considered that the usage of walkways was the most important consideration factor. Therefore, priority consideration should be given to walkways with a pedestrian flow exceeding 1 000 person trips, such as Structure Nos. NF166, NF242 and NF334, etc. In case these walkways were not selected, consideration might be given to walkways with a pedestrian flow of 800 or 600 person trips, such as Structure Nos. NF343 and NS9;
- (11) the HyD should also consider the future pedestrian flow of various walkways. For instance, with the completion of a number of large-scale residential developments near Structure No. TW02 shortly, it was estimated that there would be about 4 000 households more than before. If lifts could be retrofitted adjacent to the footbridge at Tsuen Wan Plaza, it would facilitate the access of residents nearby without taking the trouble of climbing up and down the stairs;
- (12) a Member supported the retrofitting of lifts near Structure No. NF166 because many industrial buildings in the area had been switched to office use, thus attracting a high pedestrian flow. Retrofitting of lifts could facilitate the access of commuters; and
- (13) given that the proposed number of lifts to be retrofitted at each walkway varied, e.g. two lifts would be retrofitted at Structure No. NF166, a Member enquired whether the HyD would carry out installation works of two lifts concurrently, whether the degree of difficulty of retrofitting the two lifts was more or less the same, and respective installation methods.

15. The Chairman responded that if pedestrian flow was the sole criteria for selecting and prioritising walkways, it would be difficult to choose among walkways with similar pedestrian flows. Therefore, he suggested that each walkway should be assessed according to a six-point scale ranging from one to six for prioritisation purpose. Originally, he had planned to ask Members to rate various walkways within one month after the meeting, and then endorse the proposals at the next T&TC meeting. However, as quite many Members opined that the HyD should also consider retrofitting of lifts adjacent to Structure Nos. NF220, NF248 and NF464, he changed his mind that the proposed sites for retrofitting of lifts should be discussed at this meeting, and that site inspections would be conducted at the three walkways after the meeting to determine whether they could be included for consideration. Members would discuss the outcome of the site inspections and ratings of walkways at the upcoming T&TC meeting in March 2017, in the hope of selecting six walkways therefrom for consideration, including three priority options and two to three backup options.

16. Dep Project Mgr/Major Works (1) of the HyD gave a consolidated response to Members' comments. Two lifts would be retrofitted near Structure No. NF343, and their locations had been indicated in the HyD's paper for Members' reference. As a matter of fact, the cost of each works project was capped at \$75 million, which was a block vote for implementing dedicated projects approved by the Finance Committee of the Legislative Council ("LegCo"), but there was no limit imposed on the number of lifts to be retrofitted for each walkway. Owing to costly temporary traffic diversion measures involved in retrofitting works, and coupled with the consultancy fee and supervision fee, the retrofitting cost of each lift was approximately \$20 million. It was estimated that the funding of each project could cover the provision of three lifts at most. Regarding a Member's suggestion on the retrofitting of lifts adjacent to Castle Peak Road to connect Anglers' Bay near Sea Crest Villa (Phase 2), as uphill lifts would be involved, it would be more suitable to consider implementing retrofitting works under the "hillside escalator links and elevator systems" ("hillside escalator links") programme, and the TD had also received this proposal. As regards the proposal on provision of a pedestrian crossing near Structure No. NF437, he said that it would be more appropriate to refer this proposal to the TD for consideration. Pending the conduct of a detailed study of various proposed sites, the HyD had just stated the degree of difficulty of these projects based on the findings of the initial assessment for Members' reference. Owing to the existence of relatively large underground water pipes and storm water drains on both sides of Structure No. NF166, it would be quite difficult to relocate these ducting and conduits. After the 18 DCs had selected not more than three walkways for retrofitting of lifts respectively, the HyD would commission consultants to conduct feasibility study and survey. In case the selected projects were deemed not viable, the HyD would notify the respective DCs as soon as possible for selecting another option. However, the projects might fall behind schedule.

17. The views and enquiries of Mr WONG Man-chau, Mr TSANG Tai, the Vice Chairman, Mr CHOW Ping-tim and Mr CHENG Chit-pun were summarised as follows:

- (1) given that there were ramps on both sides of Structure No. NF334, lifts could not be retrofitted at the two sides of the walkway just like Structure No. NF166. Therefore, they enquired about the criteria adopted by the HyD for determining the number of lifts to be retrofitted for individual walkways;
- (2) an enquiry was made to the Chairman as to whether objective rating standards would be set, e.g. pedestrian flow, benefits brought about by the retrofitting of lifts to the community, facilitating the access of PWDs to industrial buildings for work, etc., so as to assist Members in making an objective assessment and being accountable to the public on how public money was used;
- (3) an enquiry was raised on the reasons retrofitting of lifts could not be carried out on both sides of Structure No. NF334;

- (4) it was suggested that lifts should be retrofitted to connect the residential estates above Kam Fung Garden and Tsuen Tak Garden, so as to expand the catchment area to Tsuen King Circuit;
- (5) given the extremely high pedestrian flow at Structure No. TW03 and that residents in Tsuen King Circuit would travel to MTR Tsuen Wan Station via this walkway, a Member supported the retrofitting of lifts at this walkway;
- (6) a Member supported the prioritisation of walkways based on a points system;
- (7) given that the Audit Commission had criticised that the pedestrian flows of some footbridges in Tsuen Wan were relatively low, they enquired whether the HyD could provide guidelines governing the number of lifts that could be provided between footbridges, so as to avoid an excessive provision of lifts within the same area;
- (8) it was opined that the HyD's approach in implementing the UAP was not appropriate because only a limited number of choices were available for selection by Members in each stage and this might easily create conflict among Members. Therefore, it was recommended that the HyD might allocate funding to the Council direct, so that Members could propose sites for retrofitting of lifts having regard to the needs of local communities;
- (9) without conducting inspections at the proposed sites, Members were unable to get a good grasp of the practical difficulties in implementing various projects and found it difficult to prioritise projects in an objective manner;
- (10) a Member supported the retrofitting of lifts at Structure Nos. NF242, TW01 and TW03;
- (11) the planning of the Government was not comprehensive enough. There should not be restrictions on the locations and number of lifts to be retrofitted under the UAP, leading to divergent views on the selection of sites for retrofitting works among Members. A Member suggested that the department concerned should put forward a five-year or ten-year plan on the retrofitting of lifts at all proposed locations within a specified period. Under this arrangement, Members only needed to prioritise the projects, so as to facilitate the HyD to complete the projects by priority;
- (12) despite that pedestrian flow was one of the important consideration factors, it should not be taken as the sole criteria for prioritising projects. For instance, there were relatively few residents in the vicinity of Structure No. NF390 with a total pedestrian flow of 32 person trips per hour only; nevertheless, after crossing the road, pedestrians had to make two or three turns to reach ground level, which would cause a great deal of inconvenience to PWDs such as wheelchair users; and
- (13) as there was a lack of pedestrian crossing in the vicinity of Structure No. NF437 at Castle Peak Road near Hong Kong Garden, quite many jaywalkers crossed the road just for the sake of convenience, thus posing risks to road users. If the bus stop could be relocated to the underneath of the footbridge and a lift be retrofitted next to this bus stop, the road safety issue could be addressed effectively.

(Note: The Hon CHAN Han-pan, Ben joined the meeting at 3:20 p.m.)

18. The Dep Project Mgr/Major Works (1) of the HyD responded that the locations for lift retrofitting works shown in the drawing were proposed by the public, and might not necessarily be the final locations for lift retrofitting works for walkways. The HyD indicated that standard ramps had already been provided at the first 11 walkways for the proposed retrofitting works set out in Annex III, thus meeting the requirements for provision of BFA facilities. After selecting the sites, if Members opined that additional lifts should be provided outside the list of sites for retrofitting of lifts proposed by the public, the HyD would actively consider the related proposals as long as the construction cost of each project did not exceed \$75 million. In the light of the prevailing policy, the HyD would call for nominations of not more than three projects across-the-board during consultation with the 18 DCs. The locations for retrofitting of lifts indicated in the drawing of the HyD's discussion paper were proposed by the public, while the actual number of lifts to be retrofitted would be determined having regard to the needs and the prescribed project ceiling. To facilitate Members to make objective assessment, the HyD had indicated in the drawing of the discussion paper whether there were other existing lift facilities and lifts under construction in the vicinity of the proposed lifts. Members might make reference to such information before prioritising these proposals. As regards the proposed retrofitting of lifts at Structure No. NF334 to expand the catchment area to Tsuen King Circuit, as a few upward stairs were involved, the HyD would explore the feasibility of the proposed retrofitting works if Members selected the said walkway finally.

19. The views and enquiries of the Hon CHAN Han-pan, Ben, Ms LAM Yuen-pun, Phyllis, Mr CHAN Chung-chun, Jones, the Hon TIEN Puk-sun, Michael, Mr TAM Hoi-pong, Mr NG Hin-lung, Norris, Mr WONG Wai-kit and the Vice Chairman were summarised as follows:

- (1) a Member welcomed the UAP proposed by the HyD, and reflected that residents were contented with the lifts installed. It was proposed that a lift should be retrofitted near Structure No. NF242 to facilitate the access of lodgers of Kowloon Panda Hotel and residents nearby to MTR Tsuen Wan Station or Tai Wo Hau Station;
- (2) subject to the availability of sufficient resources, it was recommended to retrofit lifts at Structure No. NF242 near the refuse collection point in the vicinity of Kam Mun Hau Garden and at Structure No. NF248 near the entrance of Si Yuan School of the Precious Blood. However, owing to resource constraint, the retrofitting works should first be implemented at Structure No. NF248 near the entrance of Si Yuan School of the Precious Blood to facilitate the access of students and pedestrians to MTR Tai Wo Hau Station;
- (3) as regards Structure No. NF242, it was suggested that there was a more imminent need to retrofit a lift at the proposed location B than the proposed location A with a relatively low pedestrian flow. It was hoped that tree felling would not be required for works implementation;

- (4) they enquired whether the lift retrofitting works of Structure Nos. NF248 and NF242 could be combined if the HyD could overcome the technical setbacks of the former and the construction cost did not exceed \$75 million;
- (5) as Structure No. NF334 was an essential route for local residents travelling to other areas, the lack of lifts would cause inconvenience to the old and the weak. As such, it was suggested that Members should consider the retrofitting of lifts at this walkway;
- (6) it was agreed that a lift should be retrofitted at Structure No. NF334 at Castle Peak Road Tuen Mun bound;
- (7) if the HyD could successfully address the issue of the stairs at Structure No. NF334, the effectiveness of the entire project would be greatly enhanced;
- (8) a Member would be happy to communicate with and express views to the HyD representatives. As regards the proposed site for lift retrofitting works at Structure No. NF220 at Cheung Pei Shan Road near a highway, this was not a location proposed by residents. Instead, local residents wished for the retrofitting of a lift at the walkway they used frequently. A Member suggested that the HyD and Members should conduct a site inspection which would be conducive to getting a good grasp of the exact location of this proposed site;
- (9) it was enquired whether arrangements would be made for all Members to attend site inspections at the walkways, and thereafter having regard to the inspection outcome, Members would rate according to the scoring standards laid down by the Environment and Health Affairs Committee;
- (10) as works projects had been categorised according to the degree of difficulty, it was worried that the walkways selected by Members could not be carried out because of their relatively high degree of difficulty; or alternatively, consideration might be given to walkways of relatively low degree of difficulty, which had a relatively low pedestrian flow, thus members of the public could not be benefitted eventually. It was suggested that Members should first reach a consensus on the establishment of prioritisation criteria;
- (11) it was agreed that prioritisation should be based on a points system which would be a relatively fair arrangement;
- (12) it was agreed that there was a more imminent need to retrofit lifts at the entrance of Si Yuan School of the Precious Blood;
- (13) a Member supported the proposed retrofitting of lifts at Structure No. TW01 under the management of the Discovery Park, and enquired whether the management by a private company would affect the works implementation;
- (14) it was proposed to retrofit a lift on the other side of Structure No. TW02. The HyD was enquired that, if Members did not select this walkway eventually, whether a ramp could be constructed near several steps of the staircase to facilitate the access of pedestrians;

- (15) it was pointed out that given that there was an existing lift near Tsuen Wan Town Hall, the HyD was reminded to add this piece of information on the drawing; and
- (16) although the TD had given a positive response on the proposed lift retrofitting works in Sea Crest Villa as the walkway concerned had met the requirements of the UAP. Given that there was a need for retrofitting lifts at the location concerned, it was hoped that this proposal could be included in the UAP for Members' rating.

20. The Chairman said that there were residential homes for the elderly and kindergartens in the vicinity of the proposed Site A at Structure No. NF242 with a high pedestrian flow, which met the criteria of facilitating the access of the old and the weak under the UAP. As the Government had allocated \$75 million for each project, the combination of projects would not have a significant impact as long as the construction cost did not exceed this ceiling. He deemed it necessary to consider the proposed retrofitting of lifts at Structure No. NF242.

21. Dep Project Mgr/Major Works (1) of the HyD responded that Members' wish for retrofitting lifts at Structure No. NF242 and at Structure No. NF248 near the entrance of Si Yuan School of the Precious Blood were noted. If Members finally selected Structure No. NF248 for works implementation, the HyD would explore the feasibility of the project again. If the findings indicated that this project was not feasible, the HyD would inform Members as soon as possible of the need to select another option; nevertheless, the project might fall behind schedule. The HyD would treat each walkway as a project unit, instead of considering various proposals based on the number of lifts or project ceilings. Therefore, Structure Nos. NF242 and NF248 were two separate projects and could not be combined into one. As neither pedestrian footbridge nor subway were involved in the proposed works for connecting Castle Peak Road and Anglers' Bay, it would be more suitable for consideration under the "hillside escalator links programme". As regards the public's proposal on the retrofitting of an additional lift at Structure No. NF334 at the other exit, the HyD would give consideration if Members selected Structure No. NF334 as one of the three nominations. Under the next phase of the UAP, the Government would no longer confine the selection of walkways for retrofitting of lifts to those maintained by the HyD, but they still had to meet certain prescribed criteria. If Members chose Structure No. TW01 for retrofitting of lifts, the HyD would expeditiously liaised with the property management office of Discovery Park for obtaining its consent to the proposed retrofitting works and cooperate with the Government on the management of the lift facility and during subsequent maintenance work. The property management office of Discovery Park would continue to undertake repair and maintenance of this footbridge. Besides, the technical difficulty analysis was a preliminary assessment made by the HyD based on the available information, pending an in-depth study. Members might select the options based on the information provided. If a nominated project was assessed as infeasible after conducting survey, the HyD would inform Members as soon as possible, so that they could select an alternative site. However, the project might fall

behind schedule. The proposed sites for retrofitting of lifts had been indicated in the drawing according to public views instead of recommendations from the HyD.

22. The views and enquiries of the Hon TIEN Puk-sun, Michael and the Vice Chairman were summarised as follows:

- (1) it was enquired whether there was no need to take technical difficulty into account in the rating; instead, the rating would simply base on the necessity of the works;
- (2) it was enquired whether site inspections would be arranged for Members who pledged support for the UAP; and
- (3) it was suggested that the Chairman should set a maximum number of sites for conducting inspections.

23. The Chairman said that as the proposed ramp construction at Structure No. TW02 and provision of pedestrian crossing at Hong Kong Garden were outside the scope of works of the HyD, Members should submit their applications to the TD. For fair selection of suitable walkways for retrofitting of lifts, the Secretariat would arrange site inspections for Members and the HyD representatives after the meeting. Having carefully considered various factors such as pedestrian flow or necessity of project implementation, Members would prioritise these proposals based on a points system. Interested Members might submit proposed sites for inspection to the Secretariat within one week after the meeting, including the three infeasible projects as set out in Annex II and the 14 feasible projects as set out in Annex III, so that arrangements could be made for conducting site inspections. The HyD was required to submit an assessment report after site inspections. At the next T&TC meeting, Members would select three walkways for implementing the related works by way of rating, as well as three additional walkways as back-up options. If Members wished to persuade fellow Members to support their proposed sites, they might again invite Members yet to state their stance to visit their proposed locations upon conclusion of the site inspections arranged by the Secretariat.

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

V Item 4: Propose to Extend the Route of 234B to Tuen Mun Road Bus-Bus Interchange

(T&TC Paper No. 37/16-17)

24. The Chairman said that the paper had been submitted by Mr NG Hin-lung, Norris. And a written reply of the Kowloon Motor Bus Company (1933) Limited (“KMB”) was received by the Secretariat prior to the meeting and was distributed for Members’ perusal on 30 December 2016.

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

26. Senior Transport Officer/Tsuen Wan (Sr Transp Offr/Tsuen Wan) of the TD responded that Route No. 53 was the only bus route plying between Tsuen Wan and Yuen Long town centre via Castle Peak Road. Truncation of this bus route would

affect 36.4 per cent of passengers heading for Tsuen Wan and 44.5 per cent of passengers heading for Yuen Long. Besides, as Route No. 53 was a cross-district bus route, apart from complying with the TD's guidelines on route truncation, it was necessary to obtain the consent of the relevant DCs prior to implementation. As for the extension of Route No. 234B to Tuen Mun Road Bus-Bus Interchange ("BBI") (Kowloon-bound), this would lengthen the journey of this bus route, which was likely to result in fare increase and affect the passengers.

27. Assistant Manager (Planning and Development) of the KMB responded that in the past, KMB had put forward service adjustment proposals concerning Route Nos. 53, 234A and 234B with respect to the Bus Route Development Plan ("BRDP"). In 2016, in accordance with the guidelines laid down by the TD, the KMB had reduced the frequency of Route No. 53 due to its low patronage, and allocated the bus resources released to Route No. 234B for enhancing the service between Sham Tseng and Tsuen Wan. However, having listened to the stakeholders' comments, the KMB had withdrawn the above proposal eventually and maintain the existing operation of Route No. 234B. Moreover, the service of Route No. 234A were currently inter-timed with Route No. 234B, and the bus frequency was about every five to 10 minutes per headway during peak hours. If Route No. 234B was to be lengthened, it might undermine the effectiveness of the existing operation. The KMB would put on record Members' suggestions and a review would be conducted on the BRDP with reference to the TD's guidelines next year.

28. The views and enquiries of the Hon TIEN Puk-sun, Michael, Mr CHAN Sung-ip, Mr CHENG Chit-pun, Mr WONG Wai-kit and Mr NG Hin-lung, Norris were summarised as follows:

- (1) it was suggested that the KMB should arrange Route No. 52X to route via Tuen Mun Road BBI (Kowloon-bound) during the morning peak, so as to facilitate passengers to interchange with 19 long haul bus routes heading to urban areas;
- (2) owing to the relatively low patronage of Route No. 53 during off-peak hours, a Member supported the proposed extension of Route No. 234B to route via Tuen Mun Road BBI and the proposed truncated routeing of Route No. 53 to Tuen Mun Road BBI, in order to divert passengers to the said BBI, thus shortening passengers' waiting time. It was believed that residents in Tsing Lung Tau, Sham Tseng and Ting Kau could be benefited;
- (3) an enquiry was raised on the information on bus routes plying along Castle Peak Road via Tuen Mun Road BBI to Tsuen Wan;
- (4) a similar proposal had been put forward two years ago on the re-routeing of Route No. 52X via Tuen Mun Road BBI. Therefore, a Member supported the related proposal, but was also worried that the lengthened journey of Route No. 234B would cause a fare increase, thus affecting passengers who preferred to travel between Tsuen Wan and Sham Tseng on Route No. 234B only ;
- (5) it was recommended to enhance Route No. 234B with the provision of en route stops at Yeung Uk Road Market and Yan Chai Hospital, so as to

facilitate residents in Tsing Lung Tau and Sham Tseng to buy food ingredients and attend follow-up medical consultations at the above locations respectively;

- (6) a Member supported the utilisation of the resources released from Route No. 53 for service enhancement of Route No. 234B. Currently, green minibuses (“GMBs”) were not able to provide services for residents at Castle Peak Road - Ting Kau, and were often fully occupied during peak hours, and coupled with the erratic service of the low-frequency Route Nos. 53 and 234B, an increase in frequency of Route No. 234B could help improve bus services;
- (7) it was proposed to adjust the routeing of Route No. 234B for providing services through a circular route towards Tsuen Wan West Station and then to MTR Tsuen Wan Station via Tai Chung Road; and
- (8) they enquired about details of the objections against service adjustment of Route No. 53, and whether sectional fare concessions could be offered for Route No. 234B after its routeing was extended to Tuen Mun Road BBI.

29. Assistant Manager (Planning and Development) of the KMB responded that Members’ request for providing extended bus services for passengers boarding along Castle Peak Road, especially the vicinity of Sham Tseng and Tsing Lung Tau, to Tuen Mun Road BBI and sectional fare concessions had been noted.

(Note: Mr CHOW Ping-tim and Mr WONG Fah-man left the meeting at 4:40 p.m.)

30. Mr NG Hin-lung, Norris said that the bus company should review the operation of major interchange stations in a holistic manner. He suggested that the bus company should model upon the practice of Route Nos. 68X and 268X by adopting an “Area Approach” in the rationalisation of Route Nos. 234B and 53, and propose a comprehensive bus route rationalisation programme instead of a trial one, with a view to providing better bus interchange services for residents in Tuen Mun, Tsing Lung Tau and Sham Tseng, thereby avoiding the inability of GMBs to meet the demand of local residents owing to service constraint. Other than interchange services, Route No. 234B had also provided bus services for residents in Tsing Lung Tau and its vicinity heading to Tsuen Wan town centre. If the bus company could extend the routeing of Route No. 234B to Tuen Mun Road BBI, it was not only conducive to tackling the problem of long waiting time of passengers but could also facilitate their access to urban areas such as the vicinities of Kowloon City or Kwun Tong.

(Note: Mr MAN Yu-ming and Mr KOT Siu-yuen left the meeting at 4:50 p.m. and 5:00 p.m. respectively.)

31. The Chairman concluded that the TD was asked to provide information on bus routes plying between Tsuen Wan and Tuen Mun and via the said BBI for Members’ reference. He also requested the KMB to consider Members’ views on BBI during the formulation of the BRDP next year.

(Post-meeting note: The TD had submitted the relevant information to the Secretariat on 20 February 2017, which had been circulated to Members for perusal.)

VI Item 5: Request the Highways Department to Provide an Automatic Escalator at Exit A4 of Tsuen Wan MTR Station

(T&TC Paper No. 38/16-17)

32. The Chairman said that the paper had been submitted by the Hon TIEN Puk-sun, Michael and Mr CHENG Chit-pun, and introduced the representatives of government departments and the MTRCL to the meeting, including:

- (1) Mr TSE Hing-chit, Administrative Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing) (Adm Asst/Lands (District Lands Office, Tsuen Wan and Kwai Tsing) of the Lands Department (“LandsD”);
- (2) Mr LAM Chun-cheuk, Tim, Engineer/Tsuen Wan 1 (Engr/Tsuen Wan 1) of the TD; and
- (3) Ms Ava Ho, Assistant Public Relations Manager of the MTRCL.

33. Mr CHENG Chit-pun and the Hon TIEN Puk-sun, Michael briefed Members on the paper.

34. The Chairman enquired whether the paper had proposed to provide an additional elevator within the area under the management of the MTRCL without making any alteration to the existing pedestrian staircase.

35. The Hon TIEN Puk-sun, Michael replied that he proposed to provide an additional up elevator within the area under the management of MTRCL without making any alteration to the existing pedestrian staircase.

36. Adm Asst/Lands (District Lands Office, Tsuen Wan and Kwai Tsing ) (“DLO”) of the LandsD responded that the existing staircase at Exit A4 of MTR Tsuen Wan Station was owned by the MTRCL. Any proposed developments extending to the surrounding area had to be assessed by the MTRCL as to whether space was still available in the physical environment. During implementation of the project, the LandsD was responsible for providing support to various works departments or developers, assisting them in clarifying their titles or modifying the lease. The LandsD would keep an open mind on any project proposals.

37. Engr/Tsuen Wan 1 of the TD responded that the TD had conducted statistical survey on pedestrian flow with respect to this proposal. Statistical data revealed that the stairway of Exit A4 of MTR Tsuen Wan Station had met the requirements for installing an escalator. As the TD understood, the pedestrian staircase and land nearby belonged to the MTRCL. As land title issue had been involved in the related works, and coupled with the fact that the proposed site was next to a boundary wall of the MTRCL with the existence of the MTRCL’s railroad cable and ventilation facilities nearby, the TD would actively explore the feasibility of the proposal with representatives of the HyD and the MTRCL.

38. Dist Engr/Kwai Chung & Tsing Yi of the HyD responded that the HyD would consider the proposed escalator installation project if the land title issue could be solved and the TD initiated the project.

39. Assistant Public Relations Manager of the MTRCL responded that the MTRCL would facilitate the Government in exploring the feasibility of this project and address the land title issue. It was hoped that the Government would be solely responsible for the construction, ownership and maintenance of the proposed escalator. Administrative procedures and other issues would be involved in the installation of an elevator by the Government within the boundary of MTRCL. However, the MTRCL would spare no effort to facilitate the Government in studying the proposal.

40. The views and enquiries of Mr CHAN Yuen-sum, Sumly, Mr KOO Yeung-pong, Mr LI Hung-por, Mr CHAN Sung-ip and the Hon TIEN Puk-sun, Michael were summarised as follows:

- (1) a Member supported the installation of an escalator at Exit A4 of MTR Tsuen Wan Station, but was worried that the Government and the MTRCL might not be able to reach a consensus on maintenance obligations of the facility, causing works delay eventually;
- (2) it was proposed that the MTRCL should construct a new exit at MTR Tsuen Wan Station to divert passenger flow given that quite many residents travelled to the MTR station to ride on trains via the stairway of Exit A4;
- (3) as MTR Tsuen Wan Station had been in operation for 30 years, it was necessary to provide a uni-directional escalator running upward to facilitate public access to the MTR station. Therefore, it was recommended that the department concerned should study the land title issue and engineering feasibility as soon as possible;
- (4) some other Members had made a similar proposal under the \$100 million "Signature Project Scheme". However, the proposal was not implemented due to funding issue. A Member expressed support for the re-consideration of the proposal with an estimated construction cost of about \$30 million. It was hoped that the LegCo would grant funding approval as soon as possible;
- (5) an enquiry was raised on the details of the works schedule;
- (6) a number of Government departments had actively responded to this proposal. It was estimated that a lead-time of one to two years was required for assessment. As such, it was hoped that the project could commence as soon as possible; and
- (7) a number of site inspections had been conducted with respect to the proposal for proper planning, so as to avoid overlapping with the construction site of another elevator underway. As a number of departments including the TD, the HyD and the LandsD as well as the MTRCL had given positive response on the proposal, it was hoped that the HyD would take the lead in exploring the feasibility of the proposal and

solving the land title issue with various departments, so as to commence the project as soon as possible.

41. Dist Engr/Kwai Chung & Tsing Yi of the HyD responded that the expenditure incurred by the project might exceed \$30 million if consultancy fee was included. Besides, the project had to be initiated according to the established procedures of public works projects. However, the LandsD had to clarify the land title issue with the MTRCL prior to project initiation.

42. The Chairman said that the \$100-million project mentioned by a Member included works carried out on non-government land. However, as the proposed installation of an escalator at Exit A4 of MTR Tsuen Wan Station had to be carried out on government land, the LandsD had to be invited to advise on the land title issue. Members also suggested that a portion of the MTRCL land should be surrendered to the Government before installing an escalator. He enquired whether this practice would comply with the provisions with respect to land ownership and whether the MTRCL could provide precedents for reference.

43. Adme Asst/Lands (DLO) of the LandsD responded that the existing pedestrian staircase at Exit A4 of MTR Tsuen Wan Station and the site proposed for installation of escalator were within the boundary of the MTRCL. If the land concerned was to be rezoned as Government land, the relevant department had to initiate the proposed project and request to rezone the site concerned as Government land. The LandsD would then have the right to discuss the land title issue and conduct study on the proposed project;

44. The views and enquiries of the Chairman and the Vice Chairman were summarised as follows:

- (1) it was enquired whether various Government departments could communicate with each other to clarify the land title issue after the meeting, so as to facilitate project initiation;
- (2) it was enquired whether Members could submit papers requesting for change of land ownership;
- (3) it was enquired whether the MTRCL could provide a new exit at about 100 metres ahead of Exit D of MTR Tsuen Wan Station; and
- (4) it was enquired whether the MTRCL could advise on the preliminary assessment of the proposed retrofitting of an escalator, so that Members could further put forward practical and viable proposals.

45. Adm Asst/Lands (DLO) of the LandsD responded that the stakeholders of the proposed project included the MTRCL and some government departments. As such, the MTRCL could apply to the Government for rezoning land under its jurisdiction for other purposes or for implementing other projects. Government departments might also initiate the proposed project. The LandsD would support the departments by giving advice on this public works project.

46. Assistant Public Relations Manager of the MTRCL responded that as regards the proposed provision of a new exit, the MTRCL had to gauge pedestrian flow at the location concerned and assess works impact on the engine room nearby. A decision could not be made until the technical feasibility report had been completed. As regards the proposed retrofitting of an elevator, after assessment, the MTRCL opined that the proposed project was technically feasible, pending deliberation of details.

47. The Chairman concluded that after the meeting, the HyD representatives should discuss with Members on the provision of an escalator at Exit A4 of MTR Tsuen Wan Station, in order to find out the exact location of the proposed works site and examine as to whether the project could be initiated. He said that the HyD might consider inviting him to the site inspection as well if arrangements would be made for Members to attend a site inspection on the project.

VII Item 6: Arrangements of Toll Rates of Lantau Link of Ma Wan Taxi and Other Vehicles from the Airport to Ma Wan

(T&TC Paper No. 39/16-17)

48. The Chairman said that the paper had been submitted by Mr TAM Hoi-pong, and a written reply of the TD was received by the Secretariat prior to the meeting and was distributed at the meeting for Members' perusal.

49. Mr TAM Hoi-pong introduced the paper.

50. Sr Transp Offr/Tsuen Wan of the TD responded that the Lantau Link covered the Tsing Ma Bridge, Ma Wan Viaduct, Kap Shui Mun Bridge and any adjoining areas. When a taxi departing from the Lantau Link entered Ma Wan via the North West Tsing Yi Interchange, it had entered the Tsing Ma Control Area for the second time. Under the existing Tsing Ma Control Area Ordinance, the motorist of a vehicle had to pay a surcharge for each access to the Lantau Link and therefore would be charged \$60 in total. Under Regulation 47 of the Road Traffic (Public Service Vehicles) Regulations (Cap. 374D), it was imperative for taxi passengers to pay the charges specified in Schedule 5.

51. The views and enquiries of the Hon TIEN Puk-sun, Michael, Mr WONG Man-chau, Mr LI Hung-por, the Vice Chairman, Mr CHAN Yuen-sum, Sumly, Mr CHAN Sung-ip, the Chairman and Mr TAM Hoi-pong were summarised as follows:

- (1) an enquiry was raised on the procedures for making legislative amendment given that taxi passengers reflected that the relevant charging system and ordinances had been outdated, ;
- (2) the practice of double charging was unfair to residents in Park Island. It was hoped that the TD could take measures to levy the surcharge once only;
- (3) as vehicles entering Ma Wan only travelled via one route and the electronic road toll service was provided by the same company, the surcharge should not be levied twice. It was hoped that the company concerned could adopt a flexible approach in implementing the charging arrangements;

- (4) it was worried that it might take a long time to amend legislation. As such, it was suggested that the company concerned could modify the procedures for operating the charging system to levy the surcharge once;
- (5) support was given to a one-time levy of surcharge, and recommended the TD to negotiate with the developer concerned for offering concessions to taxis entering into Ma Wan by levying the surcharge once. It was also suggested that the relevant departments should review whether there were loopholes in the charging mechanism, in order to avoid double charging;
- (6) an enquiry was raised to the TD as to whether similar incidents had occurred at other toll collection points of the TD;
- (7) support was given to the request based on the principle of fairness and on the premise of technical feasibility, and opined that residents in Ma Wan should not pay more than those from other districts for the use of the bridge;
- (8) a neutral stance was taken in the proposal because it had been agreed in the initial stage of development of Ma Wan that a surcharge of \$30 would be levied on any taxi entering Ma Wan via Ma Wan Road. As vehicles departing from the airport towards Ma Wan would route via Tsing Ma Bridge twice, the surcharge would be levied twice accordingly, whereas taxi passengers from Ma Wan to the airport were required to pay a surcharge of \$30 as well;
- (9) currently, a taxi departing from the airport to Ma Wan via the Lantau Link would route via two toll booths at MTR Sunny Bay Station and Ma Wan Island respectively, thus paying a surcharge of \$60 in total. In view of this, they enquired the TD whether a taxi departing from Ma Wan to the airport had to pay the surcharge to the Government again when passing through the toll booth at MTR Sunny Bay Station ; and
- (10) an enquiry was raised to the TD as to whether a taxi should pay the surcharge once if it entered Ma Wan but did not leave the Tsing Ma Control Area.

52. Sr Transp Offr/Tsuen Wan of the TD responded that the existing automatic toll collection system of the Lantau Link was a one-way toll collection system. If the relevant charges were to be adjusted, apart from amendment to relevant ordinances, it was necessary to modify the entire automatic toll collection system of the Lantau Link. Under section 4(vic) in Schedule 5 of the Road Traffic (Public Service Vehicles) Regulations (Cap. 374D), a taxi departing from Ma Wan to other places would have to pay a surcharge of \$30.

53. The Chairman concluded that the TD was asked to submit a plan of the Tsing Ma Control Area after the meeting for Members' reference.

(Post-meeting note: On 20 February 2017, the TD submitted the relevant information to the Secretariat, which had been circulated to Members for perusal.)

VIII Item 7: Request the KMB to Maintain the Bus Fares of 30X and 39M at the Same Rate of \$3.5 for the Bus-stop at Fu Wah Street

(T&TC Paper No. 40/16-17)

54. The Chairman said that the paper had been submitted by Mr LI Hung-por. A written reply of the KMB was received by the Secretariat prior to the meeting and was distributed to Members for perusal on 30 December 2016.

55. Mr LI Hung-por introduced the paper.

56. Sr Transp Offr/Tsuen Wan of the TD responded that the Government had been encouraging public transport operators to reduce the fares or offer discounts such as sectional fare concessions wherever possible having regard to their operating environment, financial positions and other relevant considerations, so as to reduce the public's transport expenses. The bus companies would also, determine the concessionary items and offer period having regard to their operating environment, financial positions and other relevant considerations. However, according to the spirit of free enterprise, the offer of fare concessions was a commercial decision of individual public transport operators. On 30 December 2016, the TD had written to the KMB to encourage the offering of more fare concessions to passengers provided that it was able to maintain suitable and efficient public transport services.

(Note: The Hon TIEN Puk-sun, Michael left the meeting at 5:15 p.m.)

57. Senior Operations Officer, Lai Chi Kok Depot of the KMB, responded that during the introduction of fare concessions, there was an increased patronage at Fu Wah Street, resulting in a longer journey time, thus affecting to the frequency of bus routes plying between Allway Gardens and Kowloon. The KMB had switched to use 12.8 metre-high buses to operate Route No. 39M since 7 January 2017, in the hope of addressing the difficulty of boarding buses at Fu Wah Street in the evening peak by enhancing the carrying capacity, thereby reducing the occurrence of leaving passengers behind.

58. The views and enquiries of Ms LAM Yuen-pun, Phyllis, Mr WONG Man-chau, Mr TSANG Tai, Mr NG Hin-lung, Norris, Mr TAM Hoi-pong, Mr CHAN Yuen-sum, Sumly, the Vice Chairman, Mr WONG Wai-kit, Ms LAM, Lam Nixie and Mr LI Hung-por were summarised as follows:

- (1) a Member had requested the KMB to extend the fare concession period before 2 October 2016. Passengers of Route No. 30X had also reflected that the fare concession did not have a significant impact on the services of other bus routes;
- (2) it was hoped that the KMB could continue to monitor the impact of the withdrawal of the fare concession on passengers, and consider resuming the offer of a flat fare of \$3.5 for Route No. 30X at the bus stop at Fu Wah Street at par with Route No. 39M;
- (3) residents in Tsuen King Circuit hoped that the KMB could introduce a flat fare for Route No. 30X at par with Route No. 39M. The fare concession did not have a significant impact on bus services during peak hours, instead, this had helped divert passengers. It was also hoped that

- the KMB could uphold its corporate social responsibility as a public utility in a continuous effort to provide the relevant fare concessions;
- (4) a Member would continue to seek flat fares for Route Nos. 30X and 30 at par with Route Nos. 39M and 39A respectively, and said that given that lost trips of Route No. 30X had occurred even during off-peak hours, enhancing the capacity of Route No. 39M alone could not alleviate traffic congestion at Fu Wah Street during evening peak;
  - (5) the fare concession concerned had helped reduce the number of passengers waiting for Route No. 39M during peak hours. As withdrawal of the fare concession would lead to a substantial increase in the number of passengers waiting for buses of Route No. 39M, the KMB was enquired about its solution to this problem;
  - (6) a large number of passengers would wait for buses on Fu Wah Street during peak hours, thus creating a bottleneck of traffic flow. Deploying 12.8-meter-high buses with higher carrying capacity to operate Route 39M by the KMB alone was not the best way to solve the problem. On the contrary, other buses of Routes 30X, 243M, 42M, A31 and E31231 had to stop at the bus stop together for boarding/alighting activities. Consequently, this would cause traffic congestion on Castle Peak Road. They suggested that the KMB should operate Route 39M with smaller buses and at the same time, increase the frequency of trips to ease passenger congestion. This would be more effective in mitigating the traffic congestion on Fu Wah Street during peak hours;
  - (7) a Member supported the resumption of the offer of a flat fare of \$3.5 for Route No. 30X at the bus stop at Fu Wah Street at par with Route No. 39M. It was considered that the KMB could introduce a concession of “20 per cent discount for return trip”. Conceivably KMB had been making considerable profit. Therefore, he did not understand why the KMB had withdrawn the concession of flat fare, and recommended the KMB to actively consider other options to address the problem of traffic congestion at Fu Wah Street;
  - (8) it was considered that a number of KMB bus routes had charged different fares even though they operated similar routeing. The KMB was enquired whether profit-making was a priority, thus ignoring the impact of the withdrawal of fare concessions on passengers;
  - (9) it was considered that the KMB’s arrangement of charging different bus fare of routes operating similar routeings had increased the waiting time of some passengers for the sake of saving money, thus causing inconvenience to passengers. The TD was requested to supervise the operation of the KMB and bring bus fares of routes operating similar routeings at par as soon as possible;
  - (10) it was considered that the existing fare collection system adopted by the KMB was able to support the introduction of flat fares. A Member supported its on-going offer of flat fares for routes operating similar routeings. It was believed that the withdrawal of the fare concession might arouse stronger repercussions among members of the public;

- (11) the majority of Members supported the continuous implementation of the fare concessions. Residents in Allway Gardens had relied on buses, minibuses and residential coach services for travelling to and from the town centre. The continuous implementation of the fare concession would be conducive to diverting passengers waiting at bus stops;
- (12) a Member did not understand why the KMB had failed to give justifications for withdrawing the fare concession, and requested that the KMB should give a response and consider resumption of the fare concession to give back to the community; and
- (13) it was opined that the withdrawal of the fare concession would have a significant impact on students. As the carrying capacity of existing buses of old model operating Route No. 39M was sufficient to meet passenger demand, deployment of buses with higher carrying capacity to operate Route No. 39M might not necessarily be conducive to addressing the problem of traffic congestion. The concession concerned had been introduced for one and a half year, and the majority of passengers expressed satisfaction. The resumption of the concession could encourage more passengers to ride on the KMB buses, creating a win-win situation for passengers and the KMB. Therefore, it was hoped that the KMB could resume the offer of a flat fare of \$3.5 at the bus stop of Route No. 30X at Fu Wah Street at par with Route No. 39M.

(Note: Mr CHAN Sung-ip and Ms LAM, Lam Nixie left the meeting at 5:40 p.m. and 5:50 p.m. respectively.)

59. In response, Senior Operations Officer, Lai Chi Kok Depot of the KMB, said that he would relay Members' views to his company accordingly. As regards the deployment of 12.8 metre-high buses to operate Route No. 39M, he said that as quite many passengers of Route No. 39M travelled to the MTR station and many of them were standees in the lower deck. As 12.8 metre-high buses had more spaces for standees, they could carry more passengers, thereby helping divert passengers waiting at bus stops, thereby reducing the number of passengers being left behind.

60. The Chairman concluded that the majority of Members supported the resumption of the offer of flat fare, and hoped that the KMB could carefully consider Members' views on the continuation of sectional fare concessions in the 2017-18 BRDP.

IX Item 8: 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 20 December 2016)  
(T&TC Paper No. 41/16-17)

61. District Engineer/Kwai Chung & Tsing Yi of the HyD briefed Members on the minor traffic improvement projects implemented in the Tsuen Wan District and the implementation timetable.

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

(A) Working Group on Tsuen Wan Footbridge Network

62. Mr KOO Yeung-pong reported that according to the information provided by the HyD in late December 2016, the advance works of Footbridge D had commenced in September 2016. Relocation of existing underground cable currently undertaken by CLP Power Hong Kong Limited (“CLP”) was making good progress. To cope with the anticipated increase in pedestrian flow in the district during Christmas and the Lunar New Year, the CLP had implemented the majority of road reinstatement works, and would narrow down the area required for relocation in the future wherever possible. Upon completion of the relocation works, the works of foundation and bridge deck of the footbridge would commence successively. As regards Footbridges B and C, having regard to the latest development, the HyD had obtained detailed information on the existing and planned underground public facilities from various public utilities and was reviewing the impact of these underground public facilities on the alignment design of Footbridges B and C.

(B) Task Force on Public Transport Network

63. Mr CHENG Chit-pun reported that the Task Force had already held its 6<sup>th</sup> meeting on 23 November 2016 to continue to follow up on the seven items as follows:

- (1) request the TD to identify a suitable site in the Tsuen Wan District for provision of motorcycle parking spaces as soon as possible to meet the demand of local residents in need;
- (2) strongly request the Police and the TD to take prompt action against the existing traffic congestion in Luen Yan Street in a serious and pragmatic manner, in order to address the problem of disruption to public bus services and improve traffic circulation in its vicinity;
- (3) strongly request the TD to urge various public transport operators to submit proposals on frequency adjustment, in order to cope with imminent demand arising from an influx of passengers under unforeseeable circumstances;
- (4) request for stepping up law enforcement action against occupation of vehicles at the residential coach stands outside Sai Lau Kok Multi-storey Carpark Building and identifying improvement measures;
- (5) strongly request the TD to promptly explore the feasibility of conducting widening and improvement works at relevant road sections of Wing Tak Street for provision of taxi lay-bys, so as to facilitate the access of visitors and residents to and from City Point, as well as requesting the Hong Kong Police Force (“HKPF”) to strengthen law enforcement actions at Wing Tak Street and Wing Shun Street to avoid aggravating the problem and ensure smooth traffic flow at Tsuen Wan waterfront;
- (6) BRPP2016-2017 for Tsuen Wan District; and
- (7) strongly request the TD and the HyD to promptly furnish detailed information on traffic-related projects at the industrial area in the vicinity of Wang Lung Street for information and deliberation.

Besides, the 7<sup>th</sup> meeting of the Task Force was scheduled for 11 January 2017.

(C) Working Group on Road Safety Education and Promotion

64. The Vice Chairman reported that the Working Group had successfully completed all activities in 2016-2017, including Model Pedestrians Commendation Day in Tsuen Wan District, Lecture on Road Safety in Tsuen Wan District for the Elderly and Tsuen Wan District Road Safety Carnival.

(D) Ad-hoc Working Group on Provision of Cover to Walkway

65. The Chairman reported that on 17 November 2016, the Working Group had in writing invited its members to propose alignments of the provision of cover to walkway scheme on or before 16 December 2016 (Friday), and seven proposals had been received. These proposals had been referred to the TD for following up. The Working Group held a meeting on 4 January 2017 for the seven proposers of walkway alignments to exchange views with representatives of the TD and the HyD, and asked the members concerned to propose amendments before 10 January 2017 having regard to the fine-tuned recommendations from the TD and the HyD.

XI Item 10: Any Other Business

66. Mr CHAN Yuen-sum, Sumly said that illegal parking of vehicles at Shing Mun Reservoir had become increasingly serious, thus affecting traffic conditions and posing safety risks to pedestrians. Therefore, he hoped that the Police could install additional traffic cones at the location concerned during holidays, and that the TD could also erect additional metallic bollards along the road as soon as possible to alleviate the problem of indiscriminate parking on roadside.

67. The Chairman invited the HKPF and the TD to take note of these items.

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

- (1) Financial Statement of Traffic and Transport Committee as at 20 October 2016  
(T&TC Paper No. 42/16-17).

69. The Chairman reminded Members that the next meeting would be scheduled at 2:30 p.m. on 6 March 2017 (Monday) and the deadline for submission of paper was 17 February 2017.

XI Adjournment of Meeting

70. There being no other business, the meeting was adjourned at 6:05 p.m.

Tsuen Wan District Council Secretariat  
February 2017