

(Translation)

Minutes of the 8<sup>th</sup> Meeting of the Traffic and Transport Committee (6/16-17)

Date: 6 March 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  
Mr KOO Yeung-pong, MH  
Mr NG Hin-lung, Norris  
Mr LI Hung-por  
Ms LAM Yuen-pun, Phyllis  
Ms LAM, Lam Nixie  
Mr LAM Faat-kang, MH  
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 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 CHEUNG Kim-hung, Michael	Engineer/Tsuen Wan 2, Transport Department
Mr CHONG Kwok-wai	District Engineer/Tsuen Wan, 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
Ms Debby WONG	Assistant Manager (Operations) , Kowloon Motor Bus Company (1933) Limited

Attendance by Invitation:

For discussion of item 2

Ms YEUNG Sai-hee	Senior Engineer 4/Universal Accessibility, Highways Department
Mr POON Ka-ho	Engineer 4/Universal Accessibility, Highways Department
Mr CHAN Ho-kong	Project Manager, Mannings (Asia) Consultants Ltd.

For discussion of item 3

Ms WONG Yee-fang, Eva	Senior Transport Officer/Bus/NTW, Transport Department
Mr LI Hon-ling	Manager (Planning and Development) , Kowloon Motor Bus Company (1933) Limited
Ms Peggy WONG	Assistant Manager (Planning and Development) , Kowloon Motor Bus Company (1933) Limited
Ms Debby WONG	Assistant Manager (Operations) , Kowloon Motor Bus Company (1933) Limited
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 NG Kin-man	Chief Planning Officer City Bus Limited/New World First Bus Services Limited

For discussion of item 5

Miss SIN Kai-wai, Marie	Senior Transport Officer/Bus and Railway/Special Duties, Transport Department
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For discussion of item 9

Mr WONG Wa-kei	Senior Engineer (New Territories) 2, Highways Department
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Mr LEUNG Wai-chiu

Engineer/New Territories 2-1, Highways  
Department

Absent:

Members

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

The Hon CHAN Han-pan, Ben, JP

The Meeting

I Opening Remarks and Introduction

The Chairman welcomed Members, Co-opted Members, representatives from the Government and corporations to the 8<sup>th</sup> meeting of the Traffic and Transport Committee (T&TC) and introduced Ms Debby WONG, Assistant Manager (Operations) of the Kowloon Motor Bus Company (1933) Limited (KMB) who stood in for Mr Ken WONG to attend this meeting.

2. The Chairman said that the Hon TIEN Puk-sun, Michael, and the Hon CHAN Han-pan, Ben were absent with apologies.

3. 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. Since there were many items for discussion, the Chairman asked Members to speak only once for not more than 3 minutes on each item.

II Item 1: Confirmation of Minutes of the Meeting held on 9.1.2017

4. The amended minutes were unanimously confirmed by Members. The amendments were set out at Annex I.

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

A Paragraphs No. 6-23 of the Minutes of Meeting held on 9 January 2017: The Next Phase of the “Universal Accessibility Programme”

5. The Chairman welcomed the following representatives to the meeting:

- (1) Ms YEUNG Sai-hee, Senior Engineer 4/Universal Accessibility of the Highways Department (HyD);
- (2) Mr POON Ka-ho, Engineer 4/Universal Accessibility of the HyD; and
- (3) Mr CHAN Ho-kong, Project Manager of Mannings (Asia) Consultants Ltd..

Besides, the Secretariat received the supplementary information provided by the HyD before the meeting and had distributed it to all Members on 1 March 2017 for perusal.

(Note: Mr CHOW Ping-tim and Mr LI Hung-por joined the meeting at 2:34 p.m. and 2:36 p.m. respectively.)

6. Sr Engr 4 of the HyD reported on the findings of site inspection, possible obstruction to be encountered during the works, and feasibility of various project proposals.

(Note: Ms LAM, Lam Nixie and Mr CHENG Chit-pun joined the meeting at 2:40 p.m. and 2:46 p.m. respectively.)

7. The views and enquiries raised by Members were summarised as follows:
- (1) he enquired whether an additional link bridge could not be provided to connect the existing footpath at Tsuen King Circuit because the problem regarding the staircase under the works project of HyD Structure No. NF334 was yet to be solved (Mr WONG Wai-kit);
  - (2) he enquired whether the HyD could only carry out the original plan for Structure No. NF334 and could hardly optimise it (Mr LI Hung-por);
  - (3) she enquired whether the HyD could relax the requirement for the width of the link bridge to be built (Ms LAM Yuen-pun, Phyllis);
  - (4) he enquired how many additional lifts would be provided by the HyD under the project of Structure No. NF334, and whether felling of trees in the vicinity would be carried out to make way for the relevant works (Mr TAM Hoi-pong); and
  - (5) he enquired the HyD how it would seek to retrofit lifts for pedestrian passageway with low pedestrian traffic such as Structure No. NF437 (Mr TAM Hoi-pong).

8. Sr Engr 4 of the HyD responded that there was not enough space at the footpath linking the northbound exit of Structure No. NF334 and Tsuen King Circuit for constructing a link bridge with lift connection to link the footpath to the north of Castle Peak Road with Tsuen King Circuit. Therefore, the retrofitted lift could only link up the footpath with the footbridge. If Members chose this proposal for implementation, the HyD would commission a consultant to conduct a feasibility study and report the findings to Members. The HyD indicated that if there were trees near the site for retrofitting a lift, the affected trees had to be removed or transplanted. The HyD would make arrangement for compensatory planting/transplanting at suitable places.

9. The Chairman said that when the representative of the HyD introduced the paper, the feasibility of retrofitting lifts at the southern entrance of Structure No. NF334 near Winner Godown Building was mentioned. He noted that it was preliminarily considered infeasible to retrofit lifts at the said site due to the structure of the footbridge and the fact that the columns of the footbridge were located on the pavement. As the HyD was only responsible for briefing Members on the information regarding retrofitting of lifts at all proposed walkway, Members might select their items by making reference to the information provided. Moreover, the Chairman continued that the T&TC would send letters to Members, inviting them to give ratings to the proposed sites for the retrofitting works. Members were required to select 6 out of 14 proposed walkways, and to rank the proposals in order of priority

from 1 to 6. Three would be priority items and the three would be back-up items. If there were items with the same score, the priority would be determined by drawing lots. The T&TC would inform all Members, the Transport Department (TD) and the HyD of the statistical results for follow-up. Members agreed to the arrangements.

(Note: Mr KOT Siu-yuen joined the meeting at 2:57 p.m.)

IV Item 3: Bus Route Planning Programme 2017 -2018 for Tsuen Wan District  
(T&TC Paper No. 44/16-17)

10. The Chairman said that the paper was submitted by the TD. He welcomed the following representatives of the TD and bus companies who would give a report on the agenda item:

- (1) Ms WONG Yee-fang, Eva, Senior Transport Officer/Bus/NTW of the TD;
- (2) Mr LI Hon-ling, Manager (Planning and Development) of the KMB;
- (3) Ms Peggy WONG, Assistant Manager (Planning and Development) of the KMB;
- (4) Ms Debby WONG, Assistant Manager (Operations) of the KMB;
- (5) Mr NG Kin-man, Chief Planning Officer of the Citybus Limited (CTB)/New World First Bus Services Limited (NWFB);
- (6) Mr Jeff POON, Assistant Manager (Operations) of the Long Win Bus Company Limited (Long Win); and
- (7) Mr Rayson LAW, Planning and Support Officer I of Long Win.

11. Sr Transp Offr/Bus/NTW of the TD introduced the paper.

12. The views and enquiries raised by Members were summarised as follows:

- (1) he welcomed the KMB and TD to proactively respond to Members' request for increasing bus services for Kowloon East and Kowloon South, such as provision of special departure of Route 261B and provision of Route 234D. With the population growth in So Kwun Wat, it was a sustainable development for providing bus routes starting from So Kwun Wat to urban areas via Tsing Lung Tau and Sham Tseng to meet the increasing demand in the district (Mr NG Hin-lung, Norris);
- (2) he said that based on the passenger volume of Route 234C, a lot of residents would travel to Kwun Tong and it was estimated that there would be a great demand for Route 234D. He suggested that the TD should provide Special Route 261C according to the pattern of Route 261B once a critical mass of passengers was achieved for Route 234D. This new route should depart from So Kwun Wat, heading towards Kwun Tong via Tsing Lung Tau and Sham Tseng. Such provision could improve the operational efficiency and provide a more direct bus service for passengers (Mr NG Hin-lung, Norris);
- (3) he did not object to the TD's proposal of extending the trip of the special departure of Route 52X and changing the origin to So Kwun Wat. However, he suggested that the KMB should monitor the occupancy rate

- closely and increase frequency in the light of passenger demand (Mr NG Hin-lung, Norris);
- (4) he supported the relocation of the bus terminal of Route 48P to Fo Tan MTR Station, which would help increase the number of passengers and frequencies. He hoped that the TD would start operating the route as soon as possible. However, there was disagreement among the residents of Hong Kong Garden about the relocation of the bus terminal in the housing estate. Although a consensus was yet to reach, the TD should still locate the bus terminal on Castle Peak Road near Hong Kong Garden for the convenience of the residents (Mr NG Hin-lung, Norris);
  - (5) he pointed out that many residents in the district would take Route 52X to Mei Foo and change to Route 63X to go to Mong Kok and Jordan. The cancellation of Route 63X by the KMB would adversely affect the passengers travelling via Mei Foo. Therefore, he suggested the TD respond to passenger demand by increasing the departures of Route 261B from 7:00 a.m. to 9:00 a.m. on weekdays, and by providing special departures of Route 261B from 10 a.m. to 12 noon on holidays. The buses might depart from Sam Shing or So Kwun Wat to meet the needs of residents going to Kowloon South for work or for leisure (Mr NG Hin-lung, Norris);
  - (6) he enquired why the commissioning of the Special Route 934A was delayed until 2018 (Mr LI Hung-por);
  - (7) he proposed to provide additional return trips for Routes 234C, 234D and 261B to meet the increasing demand in the district. As the population of in So Kwun Wat was ever-increasing, the buses of Route 52X were already fully loaded when they came to Sham Tseng. He suggested the TD and bus companies monitor the passenger demand of Route 52X and increase its frequency in a timely manner (Mr CHENG Chit-pun);
  - (8) he proposed to re-route the Kowloon-bound Routes 52X and 53 by passing the bus-bus interchange (BBI) on Tuen Mun Road (Mr CHENG Chit-pun);
  - (9) he opined that although the KMB had diverted the routing of Route 40 through the Tsuen King Circuit Bridge and Tai Chung Road in mid-February 2017, there was still a long distance between the bus stop and Tsuen King Circuit. Therefore, he suggested moving the bus stop forwards for the convenience of residents in Tsuen King Garden and Tsuen Wan Centre (Mr CHENG Chit-pun);
  - (10) he proposed to extend the routing of Routes 48P and 234D Routes by passing through the Castle Peak Road, Tai Chung Road and Tsuen King Circuit Flyover bus stop for the convenience of residents in Tsuen King Circuit, Discovery Park and Fuk Loi Estate (Mr CHENG Chit-pun);
  - (11) he welcomed the enhanced service of Route 930X by extending the terminal to Tin Hau (Mr CHENG Chit-pun);
  - (12) she requested the KMB to expeditiously apply the “same distance, same fare” principle by setting a flat fare of \$3.5 for Routes 30, 30X, 39A and 39M. She also suggested increasing the frequency of Route 51 to one

- departure every half an hour during peak hours (Ms LAM Yuen-pun, Phyllis);
- (13) she considered that the TD should not employ a uniformed standard for forecasting the passenger demand for bus services by residents in town centre and suburban areas. As the bus companies were making desirable profits, they should give the community some rewards (Ms LAM Yuen-pun, Phyllis);
  - (14) she enquired about the increased journey time of Route 934A after being re-routed via Tai Wo Hau MTR Station, and suggested that the KMB monitor the bus service of routes via Tsuen King Circuit Bridge flyover, such as Routes 34M, 234D, 234C and 40, and increase the frequency when required (Ms LAM Yuen-pun, Phyllis);
  - (15) she hoped that more interchange concessions could be offered to passengers such as offering concessions to passengers of Route 39M for interchange to Tuen Mun and Yuen Long routes (Ms LAM Yuen-pun, Phyllis);
  - (16) he supported the KMB's arrangement of extending the routing of Route 934 in the morning and evening peak hours and looked forward to the early implementation. He also enquired about the frequency of the route from 8:20 a.m. to 10:00 a.m. (Mr WONG Wai-kit);
  - (17) he suggested the KMB monitor the effectiveness of the adjusted Route 34. If the re-routing via Tai Chung Road could effectively enable short-haul buses to enter the Tsuen Wan West Station faster, the KMB should consider applying the same arrangement to other routes (Mr WONG Wai-kit); and
  - (18) he hoped that more interchange concessions could be provided for Route 32H (Mr WONG Wai-kit).
13. Sr Transp Offr/Bus/NTW of the TD responded as follows:
- (1) the TD had taken note of Members' views on Routes 261B, 234D and 52X, and would adjust the frequency of bus trips according to passenger demand after the programme was implemented and the resources of the bus companies so as to enhance bus service in a timely manner;
  - (2) the TD noted Members' comments on the stops of Route 48P and would study the early implementation of Route 48P with the KMB;
  - (3) the TD would study with the KMB ways to finalise the return trip of Route 934A as early as possible. Moreover, it was proposed in this year's Bus Route Planning Programme (BRPP) that the route would be re-routed via Tai Wo Hau MTR Station in the first quarter of 2018 for the convenience of residents on Kwok Shui Road;
  - (4) as regards the additional provision of return trips for Routes 234C, 234D and 261B, the TD would monitor the passenger demand after the commissioning of the routes and discuss with the bus companies on the timely enhancement of the service;
  - (5) the TD would closely monitor the passenger demand of Route 52X and improve the service level in a timely manner;

- (6) as regards the proposal of introducing bus routes travelling via the BBI on Tuen Mun Road, it would take about 15 minutes for passengers to travel from Sham Tseng and Tsing Lung Tau to the BBI on Tuen Mun Road and then wait for other buses to their destinations. Therefore, the TD considered that the passenger demand for the new bus routes should not be high. Based on the principle of optimal use of resources, the TD had reservation about the proposal of introducing new bus routes. In the Bus Route Development Plan 2018 for Tsuen Wan District, it was proposed to introduce Route 234D travelling from Tsing Lung Tau to Kwun Tong in Kowloon East via Sham Tseng, with Castle Peak Road, Tai Chung Road and Tsuen Wan Road en route. The new route would provide a more direct and faster alternative than the existing Route 234C for residents in Tsing Lung Tau and Sham Tseng;
- (7) the TD noted Members' comments on Route 40 and would seek to optimise the arrangement of bus stops;
- (8) the KMB undertook to, upon obtaining the new franchise, charge a flat fare for the short-haul bus service of a number of cross-district and shuttle routes;
- (9) the TD would closely monitor the demand for Route 51 during peak hours and adjust the frequency according to the situation;
- (10) the views on reviewing the criteria of increasing or reducing frequency should be carefully considered by the TD because an increase in frequency would affect the traffic during peak hours and cause air and noise pollution. The bus companies would be under the pressure of fare adjustment due to the increase in operating costs, creating a negative impact on passengers finally. In the course of preparing the existing guidelines, the TD had already taken into account various factors including passenger demand for bus routes, utilisation of resources, cost-effectiveness and impact on road traffic;
- (11) as regards the frequency arrangement of Route 934, the KMB would maintain the existing frequency at the existing service hours, and would adjust the frequency of the bus trips to about every 20 to 30 minutes during the extended service hours in the light of passenger demand;
- (12) re-routing of Route 34 was implemented on a pilot basis, and the TD would review the arrangement after understanding the response of passengers to re-routing and its impact on the traffic in the vicinity;
- (13) the TD would discuss with the KMB the feasibility of providing interchange concession for passengers of Route No. 32H in the district; and
- (14) the TD noted Members' comments on Routes 52X, 63X and 261B. It would enhance the service of Route 261B according to the actual situation after reviewing the demand for this special route.

14. Manager (Planning and Development) of the KMB responded that Route 934A would not travel along the roundabout at Tsuen King Circuit anymore after re-routing. As the journey time would be more or less the same, existing passengers would not be

affected. Instead, passengers from Tai Wo Hau and Kwok Shui Road could also enjoy the service.

15. The views and enquiries raised by Members were summarised as follows:

- (1) he objected to the arrangement of changing the bus of Route 32M from a double-decker to a single-decker. He was concerned about the difficulty of boarding by passengers during peak hours, and requested that the service of Route 40P be turned into whole-day service (Mr CHAN Yuen-sum, Sumly);
- (2) he suggested that the routing of Route 936 should be optimised to attract more residents to use the service (Mr CHAN Yuen-sum, Sumly);
- (3) he supported the proposed operation of bus Route 32H. He suggested the TD discuss with green minibus (GMB) operators ways to enhance the service to avoid unhealthy competition between bus companies and GMB operators for business in the same routing, which might negatively affect the GMB operation (Mr CHAN Yuen-sum, Sumly);
- (4) he said that a recreation service other than Route Y41 should be provided for Ma Wan (Mr TAM Hoi-pong);
- (5) he enquired why the provision of Routes 930 and 930X had to be implemented in stages. He suggested that such service should be provided once and for all so as not to cause confusion to the public (Mr TAM Hoi-pong);
- (6) he said that it took a long time for passengers travelling from Tsuen Wan to North Point. Buses operating this route were often fully loaded when they arrived at the Admiralty MTR Station. Therefore, he suggested that the bus company should provide an express route in the morning and evening peak hours from Tsuen Wan to North Point (Mr TAM Hoi-pong);
- (7) he suggested that interchange concession should be offered to Route 52X in the opposite direction and should travel via the BBI on Tuen Mun Road (Mr TAM Hoi-pong);
- (8) he suggested that the first bus stop of Route 48P should be located somewhere off Hong Kong Garden (Mr TAM Hoi-pong);
- (9) he supported the proposal of enhancing the bus service of Route 930X. However, as the bus would travel along busy streets such as Percival Street, Hennessy Road and Yee Wo Street, he was worried that the service was unable to satisfy passengers' demand if only two frequencies were increased in the second or third quarter. He suggested the TD implement the proposal as soon as possible, closely monitor the traffic conditions and increase the frequency when required (Mr WONG Man-chau);
- (10) he welcomed the increase of one trip for Route 234C. However, as the buses of Route 234C were often fully loaded, residents in the area of Tsuen King Circuit could hardly board the bus. He suggested increasing the frequency of departure trips of Route 234C in the morning and the return trips for the convenience of residents of Tsuen King Circuit (Mr WONG Man-chau);

- (11) he suggested increasing the frequency of Route 32H for the convenience of residents going to the hospital (Mr FUNG Cheuk-sum);
  - (12) she supported the introduction of Route 234D to suit the convenience of residents in Tsuen Wan West. She was glad to learn that the KMB had been giving positive response to the aspirations of passengers after the bus route rationalisation. She hoped that the bus companies would attach importance to the demand of residents in Tsuen Wan West for bus service and carefully plan the bus routes in the area (Ms LAM, Lam Nixie);
  - (13) she said that many large residential developments in Tsuen Wan were about to complete one after another and some of the traditional central business districts were moving to Kowloon East and Hong Kong East gradually. She enquired of the TD whether it would carry out a planning study on the traffic development in advance in response to the changes so as to avoid negative impact on residents in Tsuen Wan West and Sham Tseng due to poor planning (Ms LAM, Lam Nixie); and
  - (14) she enquired of the KMB about the criteria for the provision of section fare (Ms LAM, Lam Nixie).
16. Sr Transp Offr/Bus/NTW of the TD responded as follows:
- (1) owing to the low passenger volume of Route 32M, the KMB would substitute a single-decker for a double-decker without reducing the frequency and would allocate the spare resources to enhance the service of Route 34;
  - (2) the KMB proposed to further enhance the service level of Route 40P in the 2017-2018 BRPP. The TD would review the actual demand of passengers after implementing the service and would consider the necessity of further enhancement in the frequency of Route 40P;
  - (3) having noted Members' comments on optimising Route 936, the TD would discuss with the KMB the feasibility of the proposal;
  - (4) the TD had reviewed the operation of GMB in the district when it planned to introduce Route 32H. As there was only one trip per hour for Route 32H, the target passengers were mainly the elderly, persons with disabilities and wheelchair users, it was believed that it would not have much impact on the GMB operation. The TD would maintain close communication with GMB operators and, when necessary, study ways to improve the service level of GMBs with a view to reducing the impact of Route 32H on GMB services;
  - (5) as regards the proposed arrangement of more recreation bus services for Ma Wan, she replied that Route Y41 would be provided only when Stage 1 high wind management measures of Lantau Link was implemented. At present, there were a number of residents' coach routes plying between Park Island and Tsing Yi, Tsuen Wan, Central and Kwai Fong. In addition, ferry service was also available. The TD would make good use of the existing public transport services to serve residents in the area travelling between Tsuen Wan and other urban areas and destinations;

- (6) as regards the service enhancement of Route 930X, she said that the TD would pay close attention to the passenger demand and extend it to a whole-day service when a critical mass of passengers was achieved;
- (7) the TD noted Members' comments on the introduction of bus service between Tsuen Wan and Hong Kong Island East. When planning for new bus routes, the TD would consider various factors including the existing supply of public transport services, passenger demand and resource utilisation. It had been encouraging passengers to make good use of the bus-bus or bus-rail interchange services. In the light of changes in population and infrastructure in the district, the TD would adjust the bus services to meet passenger demand;
- (8) the TD noted Members' views of offering interchange concession to the opposite direction of Route 52X and would carefully examine the effect of such concession to existing passengers and other stakeholders;
- (9) the TD would closely monitor passengers' demand for Route 234C and enhance the service level in a timely manner in the light of passenger demand and resources available. The TD would study with the bus companies the provision of the return trips of Routes 234C and 934A as early as possible;
- (10) as regards Route 32H, passengers could search the official websites or access the real-time bus arrival information system in the mobile applications of the bus companies to check the arrival time of buses so that they could take the bus at the suitable time;
- (11) the TD would closely monitor the passenger demand of Route 234D after implementation and further enhance the service in accordance with the actual situation and resources. The TD also noted that the development of Kowloon East was rapid and had proposed to enhance the service of Route 234C and introduce a Route 234D to suit the convenience of residents in the area to travel to and from Kowloon East;
- (12) as regards the service enhancement of the bus service in Tsuen Wan West, the TD had been closely monitoring the completion of large residential developments and population growth in the district. In the 2016-2017 BRPP, it had proposed a new bus route plying between Tsuen Wan West and Yau Tong and would put the service into operation in the light of the progress of these developments;
- (13) the KMB had undertaken to introduce section fare for Routes 36, 36A, 36B, 30, 39A, 30X, 34, 48X and 234X once it was granted a new franchise; and
- (14) the TD noted Members' views about relocating the first stop of Route 48P to Hong Kong Garden and would discuss the feasibility with the bus companies to meet the needs of residents.

17. Chief Planning Officer of CTB responded that CTB had to consider the deployment of resources when it proposed service enhancement to Route 930X, and would implement the enhancement in stages according to the potential demand. To dovetail with the extended routing of Route 930X to Causeway Bay, CTB suggested

deploying two more double-decked buses to operate this bus route during morning and afternoon peak hours. It would closely monitor the operation of the extended route and would review the service when appropriate.

18. The views and enquiries raised by Members were summarised as follows:
- (1) he supported the introduction of Route 32H and hoped that it could be implemented as soon as possible. As some passengers did not know how to use the real-time bus arrival information system, he hoped that the bus company could increase the frequency to suit the convenience of residents (Mr CHAN Chun-chung, Jones);
  - (2) he objected to replacing the double-decked bus of Route 32M with a single-decked bus because even the double-decked bus was often filled to capacity during peak hours. A single-decked bus therefore could not meet the passenger demand. As reported by passengers, the route was sometimes operating with a single-decked bus even the plan was yet to implement. He hoped that the TD could pay attention to the situation (Mr CHAN Chun-chung, Jones);
  - (3) he proposed to adjust the departure time of Route 40P to suit the convenience of passengers using the ferry service (Mr CHAN Chun-chung, Jones);
  - (4) he proposed to divert Route 936 to pass through Shek Wai Kok to suit the convenience of local residents going to Causeway Bay (Mr CHAN Chun-chung, Jones);
  - (5) he expressed concern that the reduction of two trips of Route 49X, together with the re-routing of skipping Sha Tin town centre, might affect the existing passengers. He was enquired whether the existing route number of the Special Route 49X would remain unchanged because changing route number might mislead passengers, and suggested that the existing frequency of Route 49X should also remain unchanged for the convenience of passengers travelling to and from the Mainland (Mr LAM Faat-kang);
  - (6) he proposed to provide a drop-off point on Tai Ho Road North for Route 249X (Mr LAM Faat-kang);
  - (7) he suggested that the TD should also provide concessions to the affected residents in the area as compensation when adjusting bus routes, for example, providing interchange concession for passengers of Route 40 transferring to Routes 73X or 278 (Mr KOO Yeung-pong);
  - (8) he welcomed the new bus route proposed by the TD, but also hoped that the TD would closely monitor the impact of the new route on road traffic so as not to cause traffic congestion (Mr KOO Yeung-pong);
  - (9) he opined that Route 52X was not well-planned and hoped that bus routes running directly to Kowloon from Tsing Lung Tau and Sham Tseng could be provided in future (Mr KOO Yeung-pong);
  - (10) he proposed to review the issue of “same distance, different fare” (Mr KOO Yeung-pong);

- (11) he suggested that the first departure of Route 32H should be scheduled at 7:45 a.m., and the headway should be half an hour in the first session and one hour in the remaining sessions. He also suggested that the route should be extended to the new magistrates' court (the Vice Chairman);
- (12) he proposed to change Route 40P into a whole-day service (the Vice Chairman);
- (13) he requested for arranging routes to MTR Tung Chung Line to divert to Lei Muk Shue Estate (the Vice Chairman);
- (14) he proposed to extend Route 36A to Whampoa, Kowloon City or Kowloon East, or a new stop should be proposed by the TD. Local residents should then be consulted through Members (the Vice Chairman);
- (15) he hoped that the TD would study the introduction of the return trip for Route 36X, which would enhance the service efficiency (the Vice Chairman);
- (16) he suggested that the TD should increase the frequency and introduce section fare arrangement to help alleviate traffic congestion since it would require bus companies to deploy more single-decked buses to operate Route 36M or Route 36 during peak hours (the Vice Chairman); and
- (17) he suggested that the resources saved from optimising Route 936 and shortening the journey time should be reallocated to optimise the service of other bus routes (the Vice Chairman).

19. Sr Transp Offr/Bus/NTW of the TD responded as follows:

- (1) the TD had taken note of Members' views on Route 32H and would decide whether bus service would be enhanced in accordance with the actual demand after implementing the proposal;
- (2) as regards the arrangement of replacing one double-decked bus with one single-decked bus to operate Route 32M, the TD opined that the passenger demand could still be met by the said arrangement because it had observed the existing passenger demand preliminarily before making the proposal. The TD noted Members' views on Route 32M and would discuss the views with the bus company;
- (3) the TD would carefully study the bus schedule of Route 40P to suit the convenience of residents who would transfer to other public transport;
- (4) for the sake of convenience of passengers between Kwong Yuen and Garden Rivera, it was proposed to arrange two special departures for Route 49X going to Tsing Yi without passing Sha Tin town centre in the morning peak hours;
- (5) he TD had taken note of the impact of the extended Route 40 on passengers and would study the feasibility of offering interchange concessions with the bus company;
- (6) the TD had also noted Members' comments on the departure time of Route 32H and on Route 40P. It would discuss with the bus company, if resources were available, whether the departure time of Route 32H would be advanced by 15 minutes and the service level of Route 40P would be progressively enhanced during peak hours;

- (7) as regards the public transport services for Lei Muk Shue Estate, Long Win and the KMB had offered Octopus BBI concessions to passengers since November 2016. The concessions covered all “A” Routes operated by Long Win and the routes solely operated by the KMB. Adult passengers could enjoy a discount of \$6 or the regular fare of the KMB route, whichever was the cheaper. This scheme did not only provide convenience to passengers travelling to the Hong Kong International Airport, but also reduced passengers’ travelling expenditure. Furthermore, the proposed frequency increase of Route 234C might also benefit residents in Lei Muk Shue Estate. The TD would continue to monitor the demand of residents in Lei Muk Shue Estate for public transport services and would provide appropriate bus services to them; and
- (8) the TD had been encouraging bus companies to offer section fare and interchange concessions. However, the bus companies had to take into account a basket of factors before making any decision. The TD noted Members’ views regarding the provision of fare concessions and would continue to encourage the bus companies to offer fare concessions to passengers.

20. Manager (Planning and Development) of the KMB responded that the KMB would arrange two trips of Route 49X to directly travel to Tsuen Wan and Tsing Yi during morning peak hours without diverting through Sha Tin town centre. In this way, passengers of Kwong Yuen, City One and Riverside Garden could travel to Tsuen Wan more quickly. Passengers in Sha Tin town centre might take the existing Route 49X to Tsuen Wan, and the frequency from Tsuen Wan to Sha Tin would remain unchanged in the morning.

21. The Chairman concluded that the 2017-2018 BRPP was satisfactory. If Members had to raise views on individual bus routes, they might continue to follow up on them at meetings of the Task Force on Public Transport Network.

V Item 4: Request to Review the Standard for Bus Standee Density  
( T&TC Paper No. 45/16-17)

22. The Chairman said that the paper was submitted by Mr NG Hin-lung, Norris. The Secretariat received the written reply of the TD before the meeting and had distributed it to all Members for perusal on 1 March 2017.

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

24. Sr Transp Offr/Tsuen Wan of the TD responded that given the limited road space and transport resources in Hong Kong, the TD would consider the carrying capacity of a franchised bus in terms its total passenger volume (i.e. the total seating capacity and standing capacity). The specifications of all franchised buses had to be in compliance with the safety requirements provided by the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A). The number of standing passengers allowed on a bus was calculated in accordance with the provisions of the

relevant legislations and the total floor area of a bus compartment. The actual number of passenger seats and standees of a bus might vary according to the design of the models of franchised buses. The Government had always been concerned about the traffic safety of franchised buses. The traffic safety and safety facilities of buses were governed by the Hong Kong legislations to ensure the safety of passengers inside a bus, including standing passengers. According to Section 40 of the Road Traffic Ordinance (Cap. 374), the maximum speed of a bus was 70 km per hour. Even if a bus was running on a section of highway where a vehicle was permitted to travel in excess of 70 km an hour, the maximum speed at which a bus might travel on such road was still 70 km an hour. Moreover, the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A) provided that in all buses that would allow standing passengers, facilities such as grab-rails should be installed at suitable locations in the bus compartment for the use of standing passengers. The existing adjustment mechanism of franchised bus routes was aimed at accommodate to changes in population and the travel pattern of passengers to enhance the efficiency of the bus network. If only the seating capacity was factored in when calculating the overall carrying capacity of a franchised bus, bus companies should not only purchase many buses and allocate them to the routes, but should also employ more drivers and maintenance staff. As a result, the operating costs of bus companies would increase greatly, and so did the pressure for fare increase. Even worse, with more buses on busy roads, traffic would be more congested, and roadside noise nuisance and air pollution would become more serious. Having regard to the actual situation, the TD would make appropriate frequency adjustment to long haul bus routes to meet the passenger demand.

25. The views and enquiries raised by Members were summarised as follows:

- (1) he said many residents complained that some bus routes were already fully loaded at the first two bus stops during peak hours, and passengers could hardly board the bus at en route stops. However, according to the TD's calculation of the standard of standee density, those buses were not considered full. It had been discussed at a meeting of the T&TC under the Tsuen Wan District Council (TWDC) held in 2014 that the standard of accommodating four standing persons per square metre ("ppsm") in a compartment should be adopted, but the TD did not actively follow this up. He hoped that the TD could accede to passengers' request by amending the standard of bus standee density or by relaxing the criteria for increasing bus frequency (Mr CHENG Chit-pun);
- (2) she pointed out that the short haul bus routes (such as Route 39M) serving Tsuen King Circuit were often filled to capacity, but there was still spare capacity according to the TD's standard. Even if more grab-rails were installed, passengers would still have a feeling of compression. She appealed for the TD's understanding of the feelings of passengers and review the mechanism (Ms LAM Yuen-pun, Phyllis); and
- (3) he said that the standing capacity was only four passengers ppsm even for MTR which was operated under a highly controlled environment. Comparatively speaking, the operating environment of a bus was more

unstable. Therefore, it might not be the most effective for the TD to determine the standee density of bus and frequency increase/reduction in accordance with the existing criteria or resources. According to the international standard, the standing capacity of six passengers ppsm was already very crowded. In case of emergency, there might even be accidents of people crushing each other, or falling of passengers due to emergency brake that recently occurred in a Route 962B bus during morning peak hours. Therefore, he suggested the TD to relax the standard of calculating the bus standee density and increase bus frequency to ease passenger congestion for avoidance of serious casualty incidents (Mr NG Hin-lung, Norris).

26. Sr Transp Offr/Tsuen Wan of the TD responded that the TD would adjust the frequency of bus routes in the light of the actual situation. It would consider the objective data and situation of individual routes in a holistic approach (such as whether there was constantly a long queue of passengers waiting relatively long for certain routes), and then make appropriate and flexible adjustments to bus trips. The TD would continue to monitor the service of all bus routes and require bus companies to allocate additional resources to meet the actual needs of passengers when necessary. She noted Members' views and would convey them to the subject officers for follow up.

27. The Chairman hoped that the TD would take note of Members' comments and make improvements in response to the changing demand.

VI Item 5: Franchise for the Kowloon Motor Bus Company and Improvement for the Facilities and Service of Buses in Lei Muk Shue  
(T&TC Paper No. 46/16-17)

28. The Chairman said that the paper was submitted by Mr CHAN Yuen-sum, Sumly and the Vice Chairman. He then welcomed Miss SIN Kai-wai, Marie, Senior Transport Officer/Bus and Railway/Special Duties of the TD to the meeting.

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

30. Sr Transp Offr/Bus & Railway/Special Duties of the TD responded that the TD had reported to the Legislative Council (LegCo) in January 2017 about the details of its discussion with the KMB on the new franchise. The KMB would enhance the service quality by offering free Wi-Fi service in the bus compartments of 2 000 buses (operating on long-haul routes and routes with higher passenger volume), upgrading passenger facilities at highly utilised bus termini and bus interchanges progressively (such as providing passengers with free Wi-Fi service and Octopus card value-adding service), installing seats and real-time bus arrival information display panels at bus stops, launching a pilot trial to reconfigure the bus compartments of its existing super-low-floor buses so that the lower deck could accommodate two wheelchair passengers at the same time, and introducing two hospital routes ("H" routes). As regards fare concessions, the KMB would introduce a long-haul route fare concession

scheme for full-time students, offer more BBI concessions, and reduce the section fares of long-haul routes bound for BBI in the district. As regards the proposed arrangements of section fare, she said that the bus companies would, according to the journey distance and nature of each route, prepare a scale of bus fares. The bus companies would offer section fare concessions after considering the passenger volume and situation of highways concerned of individual route. She noted Members' request about section fare. As offering fare concessions would have a negative effect on bus fares, the bus companies needed to strike a proper balance. Non-fare box revenue including advertisement revenue generated from the display panels in bus compartments or elsewhere would be included and reflected in the franchise account by the KMB. The TD would continue to monitor the daily operation of the KMB and discuss with it the measures to optimise bus service. As regards the proposed bus routes with section fares, the TD proposed to reduce the bus fares of Routes 36A and 36B from \$5.6 and \$5.8 respectively to \$4 at the bus stop at the Wo Yi Hop Road Sports Ground.

31. The views and enquiries raised by Members were summarised as follows:

- (1) he said many members of the public hoped that the bus companies could charge bus fares at a more reasonable level and increase the frequency of trips. However, the TD could not make any proposed improvements to bus service on the grounds that there was insufficient passenger volume and no room for fare adjustment in accordance with the existing scale of bus fares. Therefore, he suggested the TD, when negotiating the franchise with the KMB, review the scale of fares and criteria for frequency increase to meet the public's demand for bus service (Mr WONG Man-chau);
- (2) he considered that the free Wi-Fi service provided by the KMB was only a petty favour. Many local passengers already had access to the Internet with their mobile phones, and free wireless Internet access usually benefited the tourists only. Therefore, he suggested that the KMB should take a further step to provide mobile infotainment applications in order to raise the quality of service. He also suggested that the KMB make reference to the practice of other public transport service operators, such as "Ride 20 Get 1 Free" promotion, with a view to offering more fare concessions and consequently encouraging more passengers to take KMB buses (Mr CHOW Ping-tim);
- (3) he supported the alignment of fares for routes heading to the same destination via Lei Muk Shue, such as Routes 36 and 48X. He opined that the terminals of both routes were located in Tsuen Wan, and that there would not be any delay if passengers got on and off at bus stops provided with section fares. Therefore, he hoped that alignment of passenger fare for buses routes could be introduced as soon as possible (Mr TAM Hoi-pong);
- (4) he opined that passengers should pay bus fares according to the actual travelling distance. As residents of Lei Muk Shue Estate could not get on Route 36 buses, many of them were forced to take Routes 48X, 278X or

73X and had to pay the fare for the whole journey. Based on the principle of fairness, the KMB should implement the section fare arrangement as soon as possible so that passengers did not need to pay more than necessary. He also opined that the introduction of section fare should be reviewed in tandem with the negotiation of new franchise (Mr CHAN Yuen-sum, Sumly); and

- (5) he hoped that, prior to the discussion on the granting of the new franchise between the TD and the KMB, the TD should request the KMB to undertake to determine bus fares using an Area Approach. Subsequent to the granting of the new franchise, the KMB should implement new charging system in phases to provide more practical concessions to the public (the Vice Chairman).

32. Sr Transp Offr/Bus & Railway/Special Duties of the TD responded that the TD had taken note of Members' concern over bus fares. Bus fares were currently determined by bus companies according to the scale of fares. If bus companies were to charge bus fares based on the distance of journey, the fare structure would also be changed. This might cause changes in the travelling pattern of passengers and bus journey time, resulting in a profound impact on the operation of the bus companies. The TD had always encouraged bus companies to provide fare concessions for passengers. However, as public transport services were provided by private operators in accordance with commercial principles, the Government could not give subsidise the operation directly to avoid creating a competitive pressure on price. Under the existing fare adjustment scheme for the franchised bus companies, when bus companies earned more than the permitted return, they had to share with passengers the profit exceeding the cap of the permitted profit level. This could be exemplified by the KMB's implementation of the same day return fare concessions from November 2016 to January 2017. The TD understood Members' aspirations and would continue to discuss with the KMB the feasibility of providing more fare concessions to passengers.

33. The Chairman enquired whether the bus companies could use buses with openable windows in return for lower fare. He also enquired whether the bus journey would be affected if the bus fares were set according to the actual distance of travelling determined by tapping the Octopus card against the card reader when getting on and off the bus.

34. Assistant Manager (Planning and Development) of the KMB responded that, as regards the reduction of bus fares by using buses with openable windows, the existing built-in air-conditioning system in buses would automatically monitor and maintain the temperature and humidity inside a bus. It would be difficult to maintain a stable temperature and humidity inside a bus if openable windows were provided. Moreover, unnecessary disputes about opening or closing the windows might arise among passengers. All franchised bus service operators had set the level of fares in accordance with the scale of fares. If bus fares were to be set according to the journey distance and passengers had to tap their Octopus cards against the card reader

when getting on and off the bus, the whole fare charging system would need to be revised substantially. This might also lead to confusion to or even conflicts among passengers.

35. In conclusion, the Chairman hoped that the KMB could shoulder social corporate responsibility by rewarding the community with more fare concessions.

VII Item 6: Traffic Conditions from Tsuen Wan to Yuen Yuen Institute During the Chinese New Year

(T&TC Paper No. 47/16-17)

36. The Chairman said that the paper was submitted by Mr TAM Hoi-pong.

37. Mr TAM Hoi-pong introduced the paper.

38. Sr Transp Offr/Tsuen Wan of the TD responded that the GMB operators would increase the frequency of the GMB route when there were high passenger volume and demand. About 10 more GMBs would be deployed for operation during the Lunar New Year, which was similar to the arrangements in the Ching Ming Festival and the Chung Yeung Festival. The KMB would only provide Route No. 32S when there was road closure during the two festivals. It would not provide Route No. 32S during the Lunar New Year because there would be no road closure.

39. OC Dist Traffic Team (Tsuen Wan) of the Hong Kong Police Force (HKPF) responded that the Police would hold discussion with other stakeholders including the Tsuen Wan District Office (TWDO), TD and Yuen Yuen Institute (the Institute) on the arrangement of road closure for avoidance of adverse impact on pedestrians and residents nearby. Since the pedestrian and vehicular volumes were not particularly high during previous Lunar New Year periods, the Police did not adopt any special traffic measures in advance. When the Police found that traffic congestion was extremely serious at the Institute on that day, it had immediately adopted special traffic measures to flexibly deploy taxis and GMBs for access by the public. Moreover, the Police had also been in close contact with the Institute to ensure that vehicles were allowed to enter only when there were sufficient parking spaces available for use.

40. The views and enquiries raised by Members were summarised as follows:

- (1) he said that traffic congestion was still serious at the Institute during the festive periods. He therefore suggested that the government departments actively discuss with the stakeholders, and make plans for providing a loop road or developing a new highway so that vehicles could leave Lo Wai directly. This was the best solution to address the problem (Mr CHAN Chun-chung, Jones);
- (2) he thanked the TWDO, TD and Police for jointly implementing many traffic improvement measures, but unfortunately the problem still could not be solved completely. He suggested that the relevant government departments should study measures such as providing a loop road or

developing a new highway to completely solve the problem (Mr LAM Faat-kang);

- (3) he indicated that the Police might not be able to implement road closure due to inadequate manpower during the festive periods. An increase in the frequency of the GMB would simply be done at the expense of other GMB routes. In this connection, he suggested that the KMB should provide special departures of Route 32S and enhance the public transport services during the Lunar New Year to relieve traffic congestion (the Vice Chairman);
- (4) he said that the traffic congestion on Lo Wai Road was a long-standing problem in that traffic congestion was always serious during the Lunar New Year. This did not only adversely affect the use of ambulance service by the public but also waste a great deal of police resources to maintain law and order. He therefore hoped that the government departments and the Institute could jointly work towards permanent solutions to the problem (Mr CHAN Yuen-sum, Sumly);
- (5) he pointed out that many people went to Lo Wai during the two festivals and Lunar New Year, resulting in serious traffic congestion in the area. Discussion with the representatives of the TD to work out solutions was in vain. He shared the view that developing a new highway to Route Twisk was a feasible solution. He also suggested that, to mitigate traffic congestion on Lo Wai Road, the government departments should proactively pay heed to the requests of residents, discuss thoroughly the planning with stakeholders, and consider developing a new highway by resuming a portion of private land to enable vehicles to depart from Lo Wai directly (Mr CHAN Sung-ip); and
- (6) he said that many Hong Kong people and tourists would visit the Institute to pray for good fortune or pay tribute to their ancestors each year. More people would visit the Institute to seek spiritual blessing especially during economic downturn. On top of that, there were insufficient parking spaces in the Institute, making the road overloaded with vehicular traffic. He therefore shared the views of other Members that road closure by the Police only was inadequate, and that a long-term solution to the problem should be worked out (Mr KOO Yeung-pong).

41. Engr/Tsuen Wan 2 of the TD responded that traffic congestion on Lo Wai Road during festive periods in the past was usually caused by the frequent boarding and alighting activities of taxis. The TD had reached a consensus with the Institute in that the latter would make its car park available for use as a taxi pick-up/drop-off area to alleviate the congestion problem. The TD would closely monitor the effectiveness of this measure. If improvement was seen, it would discuss with other stakeholders to continue implementing such measure.

42. The Chairman concluded that the traffic congestion during the Lunar New Year was an individual case, but the government departments should learn from the incident by planning in advance and consider providing a new highway or loop road

in future to completely solve the congestion problem at Lo Wai. In the short run, the TD had made special traffic arrangements during the Ching Ming Festival in 2017 by enhancing the bus service of Route 32S on 2 April, 4 April and 8 April 2017, making arrangements for taxis to pick up and drop off passengers at the car park of the Institute, and relocating the pick-up/drop-off areas of GMBs to ensure smooth traffic at Lo Wai.

VIII Item 7: Request the KMB to Confirm the Special Route of 934A (Allway Gardens – Wanchai) As Soon As Possible

(T&TC Paper No. 48/16-17)

43. The Chairman said that the paper was submitted by Mr LI Hung-por and Mr WONG Man-chau.

44. Mr LI Hung-por and Mr WONG Man-chau introduced the paper.

45. Assistant Manager (Operations) of the KMB responded that the KMB would commence the special departures of Route 934A in the second quarter of 2017.

46. Assistant Manager (Planning and Development) of the KMB responded that the date of service commencement of the bus route stated by the KMB in the 2016-2017 BRPP was just a preliminary date. In fact, the implementation of the proposal would still depend on whether the passenger volume of Route 934A met the TD's criteria, and whether the bus company's vehicle resources were sufficient for the implementation. Originally, the KMB expected that subsequent to the commissioning of the Kwun Tong Line Extension (KTE) in the second or third quarter of 2016, some bus passengers would change to take MTR. The KMB could then reallocate the excessive resources of some routes to serve passengers in other districts. However, as the commissioning of KTE was postponed to October 2016 and arrangements had to be made for the Christmas and New Year holidays, the special departures of Route 934A could not be provided as scheduled. The KMB would inform Members of the confirmed date as soon as possible.

47. The Chairman said that the KMB should maintain close communication with the TWDC to keep Members informed of the latest development.

48. The views and enquiries raised by Members were summarised as follows:

- (1) she recalled that the KMB had not mentioned in the 2016 consultation exercise that the special departures of Route 934A would be provided only by reallocating resources after Route 30X was cancelled. As the cancellation of Route 30X would affect passengers travelling from Tsuen Wan to Kwun Tong, she hoped that the KMB would first conduct local consultation before making similar deployment in future (Ms LAM Yuen-pun, Phyllis); and
- (2) he enquired whether the KMB would definitely provide the special departures of Route 934A in April 2017, and requested the KMB to inform

Members of affected areas of any delay in the implementation of the BRPP in advance (Mr LI Hung-por).

49. Assistant Manager (Operations) of the KMB responded that the KMB would inform the Members concerned of the date of commissioning the service once it was confirmed.

(Note: Mr TSANG Tai left the meeting at 4:34 p.m.)

50. In conclusion, the Chairman said that the arrangement of the special departures of Route 934A was a matter of concern to many Members. He requested the KMB to inform the Secretariat of the details of commissioning the service once available, so that the Secretariat could then forward the message to all Members. He also suggested that the KMB should maintain good communication with Members.

IX Item 8: Request the Transport Department to Convert the Zebra Crossing at Twisk Route near Fu Yung Shan Road to a Pedestrian Crossing with Control Panel for Traffic Lights

(T&TC Paper No. 49/16-17)

51. The Chairman said that the paper was submitted by Mr WONG Fah-man.

52. Mr WONG Fah-man introduced the paper.

53. Engr/Tsuen Wan 2 of the TD responded that the TD was collecting data about converting the zebra crossing on Route Twisk near Fu Yung Shan Road to a controlled pedestrian crossing activated by push-button. The data to be collected included pedestrian volume, vehicular volume and vehicle speed. The TD would send representatives to conduct site visit with Members before making any decision.

54. OC Dist Traffic Team (Tsuen Wan) of the HKPF responded that the Police did not have the data provided by Members about speeding for reference. However, as shown in the data provided by the Traffic Accident Investigation Unit of the Police, there was no traffic accident on Route Twisk and Fu Yung Shan Road in 2015. There was one traffic accident in 2016 because the distance between two vehicles in motion was less than the safe distance. Fortunately, no casualty was reported in the accident.

55. The views and enquiries raised by Members were summarised as follows:

- (1) she said that she had paid a site visit with the representatives of the TD, residents and Lady MacLehose Centre on 24 November 2016. In the opinion of the TD, many people might use mobile phones even when crossing the road. If the zebra crossing was converted into a controlled pedestrian crossing, pedestrians might be distracted by the device and would meet with accidents. For this reason, the TD insisted on retaining the zebra crossing and providing traffic signs to alert pedestrians to the vehicles. She therefore suggested the government departments (including

- the TWDO, TD and Police) conduct another site visit with Members, representatives of residents and Lady MacLehose Centre to study the measures to optimise the pedestrian crossing facilities (Ms LAM Yuen-pun, Phyllis);
- (2) he said that Members had discussed the above issue with the TD and got the same reply. The TD also indicated that it was not suitable to provide a pedestrian crossing at the slope of Chuen Lung because of the relatively steep slope. Nevertheless, to meet the demand of residents, the TD could provide a pedestrian crossing at the memorial arch off Muk Min Ha Tsuen to reduce the risk of residents when crossing the road (Mr LAM Faat-kang);
  - (3) he opined that the zebra crossing could not alert the pedestrians. They would usually ignore the facility by jaywalking without observing road safety rules. The vehicles on Route Twisk near Fu Yung Shan Road were usually travelling at a very high speed, and this had become a potential hazard to the safety of the elderly and young children. The TD should not ignore villagers' request for the provision of a controlled pedestrian crossing. It would be too late if traffic improvements were introduced only after the occurrence of traffic accident. On the one hand, the Police should step up the speed check operation at the site for deterrence effect. On the other, the TD should replace the existing zebra crossing with a controlled pedestrian crossing at the site proposed by Members without finding any excuse to shirk the responsibility (Mr CHAN Yuen-sum, Sumly);
  - (4) he said that if the TD failed to convince residents that it was safer to use the zebra crossing than a controlled pedestrian crossing, it should accede to residents' request by providing a controlled pedestrian crossing. The Police should also step up enforcement action against red light jumping to achieve a deterrence effect (Mr WONG Wai-kit);
  - (5) he supported Members' suggestions. In view of the potential risk to pedestrians and residents' request for providing a controlled pedestrian crossing, he thought that the TD should not insist on keeping the zebra crossing simply because it wanted to avoid the possible red light jumping by vehicles. Furthermore, using push-button traffic lights would not affect the traffic flow but could help improve road safety instead. The TD should keep abreast with the development and seriously study the feasibility of converting the zebra crossing on Fu Yung Shan Road to a controlled pedestrian crossing (Mr WONG Man-chau);
  - (6) he commended Members for seriously preparing the investigation report to support their proposal with data (the Vice Chairman);
  - (7) he said that the TD would install speed check devices in remote areas with push-button traffic lights which would operate only when pedestrians wanted to cross the road, thus causing no adverse effect to the vehicles on the road. He suggested that the TD should install similar pedestrian crossings activated by push-button to allay local residents' concern (the Vice Chairman);

- (8) he indicated that the awareness of road safety of motorists was ever-decreasing in general, and many of them even did not stop at zebra crossings to give way to pedestrians to cross the road. He suggested that the TD should promote the compliance with road safety rules to enhance the safety awareness of motorists. Converting the zebra crossing on Fu Yung Shan Road to a controlled pedestrian crossing activated by push-button was also an effective solution (Mr TAM Hoi-pong); and
- (9) he agreed that the problem of road safety should be addressed seriously, and suggested the TD study the data reported submitted by them and carefully consider the suggestions therein (Mr LI Hung-por).

56. Engr/Tsuen Wan 1 of the TD responded that both the controlled pedestrian crossing and zebra crossing could guarantee the safety of pedestrians when crossing the road. However, to ensure road safety, all road users had to observe the traffic rules in addition to the compliant standard of road design. The TD would take note of Members' comments, and would arrange a site visit to review the existing junction design of Fu Yung Shan Road.

57. OC Dist Traffic Team (Tsuen Wan) of the HKPF responded that he would convey Members' views to the Traffic New Territories South to step up enforcement action against illegal road racing and breaches of traffic rules at the site concerned for avoidance of traffic accidents.

58. The Chairman said that many Members were concerned about the safety of pedestrians crossing Fu Yung Shan Road. Therefore, he suggested that the TD should arrange a site visit for Members and residents to study the improvements that might be required at the pedestrian crossing concerned, and that the Police should also step up inspection to achieve a deterrence effect.

(Note: Mr LI Hung-por left the meeting at 5:50 p.m.)

X Item 9: Concern about the Structural Safety Problem of the Footbridges in Tsuen Wan District  
(T&TC Paper No. 50/16-17)

59. The Chairman said that the paper was submitted by Mr KOO Yeung-pong, Ms LAM, Lam Nixie and Mr KOT Siu-yuen. He welcomed the following representatives of the HyD to the meeting:

- (1) Mr WONG Wa-kei, Senior Engineer (New Territories) 2 of the HyD;
- (2) Mr LEUNG Wai-chiu, Engineer/New Territories 2-1 of the HyD; and
- (3) Mr CHONG Kwok-wai, District Engineer/Tsuen Wan of the HyD.

60. Mr KOO Yeung-pong and Mr KOT Siu-yuen introduced the paper.

61. Sr Engr/NT2 of the HyD responded that the footbridge of Structure No. NF462 had been used for four years since its commissioning on 29 April 2013. The structural maintenance staff of the HyD was responsible for the regular maintenance

of the footbridge, including a periodic inspection twice a year and a comprehensive periodic inspection once every two years. The HyD would regularly monitor the utilisation of the footbridge and report on the findings at the meetings of the Working Group on Tsuen Wan Footbridge Network.

62. Engr/NT2-1 of the HyD responded that, as regards the seemingly depression in the footbridge and the feeling of vibration reported by users, the HyD found that, as revealed in the two measurements of the footbridge taken in October 2014 and February 2017, the difference in data recorded in the two investigations was less than 2 millimetres, showing that the inclination of the footbridge was not serious and the structure of the footbridge was considered to be safe. As the footbridge was constructed of steel which was of greater flexibility, it was normal to have slight vibration when in use. When appointing a consultant, the HyD would require the consultant to design the footbridge in accordance with the Structures Design Manual for Highways and Railways and the relevant standards. It would also check that the design was compliant with the relevant requirements before opening the footbridge for use. During the previous periodic inspections, the HyD did not find any problem about the structural safety of the footbridge.

63. Dist Engr/TW of the HyD responded that the footbridge had been maintained by the structural maintenance staff of the HyD since its completion. To solve the problem of water pools on the surface of the footbridge caused by blockage of storm water drains, the HyD had instructed the contractor to install three cat ladders on the footbridge to facilitate removal of fallen leaves left on the roof of the footbridge. The contractor was also instructed to cover the drainage channels on the roof of the footbridge with wire fencing and place weir plates at the bridge deck of the footbridge to prevent blockage of the drainage channels by fallen leaves with a view to ensuring smooth drainage. After implementing the said improvements, the HyD did not receive any complaints about water pools on the footbridge after the rainy season in 2016. The HyD would continue to closely monitor the drainage of the footbridge and would tackle any problem identified as soon as possible. The structural maintenance staff of the HyD would conduct a periodic inspection once every six months and a comprehensive periodic inspection once every two years. The HyD had completed a comprehensive periodic inspection in early 2016, and the next comprehensive periodic inspection would be conducted in 2018. The latest periodic inspection was completed in September 2016 and the next periodic inspection would be conducted in March 2017.

64. The Chairman enquired of the HyD whether there were assessment criteria for the amplitude of vibration of footbridge.

65. Engr/NT2-1 of the HyD responded that the HyD would require the consultant to design footbridges in accordance with the Structures Design Manual for Highways and Railways and the relevant assessment criteria of vibration to ensure the structural safety of footbridges.

66. The Chairman concluded that the Works Division of the HyD had all along been following up on the operation of the said footbridge. In case of enquiries, Members might contact the HyD or the Working Group on Tsuen Wan Footbridge Network under the T&TC for optimisation of footbridge facilities in Tsuen Wan.

XI Item 10: Strongly Request the Transport Department to Review Again the Safety Loopholes on Crossing or Driving on the Roads triggered by the Pedestrian Crossing Light Facilities in the vicinity of Wing Shun Street and Sort out Proposals on Making Rectifications and Thorough Improvements in order to Ensure the Safety of the Drivers and the General Public  
( T&TC Paper No. 51/16-17)

67. The Chairman said that the paper was submitted by Mr CHOW Ping-tim.

68. Mr CHOW Ping-tim introduced the paper.

(Note: Mr WONG Fah-man left the meeting at 6:08 p.m.)

69. Engr/Tsuen Wan 1 of the TD responded that he and Members had conducted a site visit and found that the pedestrian crossing and traffic arrangements at the junction of Yi Hong Street and Wing Shun Street were appropriate, the traffic conditions were largely normal, and the pedestrian green time of traffic lights was long enough for the public to cross the road. However, there were frequent illegal stopping of vehicles for loading/unloading activities and illegal parking in the slow lane of Wing Shun Street near Yi Hong Street, thus obstructing the vehicular flow on Wing Shun Street and Yi Hong Street. The TD had designated a non-stopping restriction zone from 7:00 a.m. to 7:00 p.m. in the said road section and would consider extending the restriction to the whole day. At the same time, the TD proposed to optimise the road markings at the site by extending some hatched markings on the road to further remind motorists of the junction there. The TD would continue to review the traffic conditions of the site concerned and adopt other traffic management measures when appropriate. If necessary, the TD would conduct local consultation through the TWDO. As regards the problem of traffic flow on Wing Shun Street and Ma Tau Pa Road, the Traffic Control Division of the TD had made suitable adjustments to the traffic light signals. He would convey to the Traffic Control Division of the TD about the views on the excessively long red time of traffic lights for follow up. Moreover, the TD was preparing a project proposal to widen Ma Tau Pa Road northbound and southbound and had given a briefing of the proposal to the Task Force on Public Transport Network. The TD would arrange a district consultation exercise through the TWDO after the feasibility of the proposal was confirmed. As regards the coordination of traffic light signals on Ma Tau Pa Road, Wing Shun Street, Texaco Road and Wang Lung Street, arrangements of synchronous operation had been adopted by the Traffic Control Division of the TD. Engr/Tsuen Wan 1 of the TD would try to find out the reason for the prolonged traffic light time and would discuss with Members again after the meeting. As regards the proposed cancellation of pedestrian crossing facility, the TD had replied earlier that it was necessary to retain the pedestrian crossing. The TD noted Members' suggestions and

would include them in the proposed project to widen Ma Tau Pa Road for further consideration.

70. Mr CHOW Ping-tim opined that cameras could be installed at the said site to assist the TD in calculating pedestrian flow and assessing the necessity of improvement works. The vehicular flow in the waterfront area was seriously blocked by the excessive number of traffic lights. Even if the Traffic Control Division had adjusted the traffic lights, motorists still found it difficult to turn right from Yeung Uk Road to Texaco Road. He hoped that the TD should, apart from meeting the aspirations of big organisations, also listen to the comments raised by the disadvantaged stakeholders and conduct adequate local consultation.

71. In conclusion, the Chairman requested the TD to take note of Members' comments. The TD should actively negotiate and coordinate with stakeholders in the area because the project had a significant impact on motorists. Currently, the TD was conducting the planning and consultation of two widening projects. The HyD and TD would also propose more traffic improvement works in the waterfront area at the 9th T&TC meeting.

XII Item 11: Minor Traffic Improvement Projects Completed in the Past Two Months, in Progress and Planned to Commence in Six Months by the Highways Department (Tsuen Wan District) and Timetables (as at 17 February 2017)  
(T&TC Paper No. 52/16-17)

72. Dist Engr/TW of the HyD introduced the minor traffic improvement projects and timetables in Tsuen Wan District.

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

(A) Working Group on Tsuen Wan Footbridge Network

73. Mr KOO Yeung-pong reported that according to the information provided by the HyD in late February 2017, the advance works of the Footbridge D had started in September 2016. The works mainly involved the relocation of the existing underground cables by the China Light and Power Company Limited (CLP) and the progress was satisfactory. To cope with the anticipated increase in pedestrians in the district during the long holidays of Lunar New Year, the CLP had completed the preliminary relocation and also the reinstatement of the road surface. The remaining works about relocation, bridge foundation and bridge deck would be carried out progressively. As regards Footbridges B and C, the HyD had obtained the detailed information on the existing and planned underground public facilities of various public utilities having regard to the latest development in the district. Review of the impact of these facilities on the alignment and examination of the technical feasibility of various proposals were underway.

(B) Task Force on Public Transport Network

74. Mr CHOW Ping-tim reported that the Task Force had followed up on seven items at its 7<sup>th</sup> meeting on 11 January 2017, and the Secretariat would send the papers by fax to Members for information after the meeting.

(C) Working Group on Road Safety Education and Promotion

75. The Vice Chairman reported that there was nothing particular to highlight.

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

76. The Chairman reported that the Ad-hoc Working Group had conducted a site visit on 23 January 2017. The findings indicated that four out of five proposals put forward by the TWDC on the provision of covers to walkways met the criteria announced in the Policy Address. The alignment of walkways included: the bus terminus in Shek Kuk House of Shek Wai Kok Estate to the subway entrance in Shek Wai Kok Estate, Tsuen Wan West Station to Hoi On Road subway, Shek Ho House in Shek Wai Kok Estate to Tai Wo Hau MTR Station, and Tsuen Wan West Station to Citywalk 2. The proposal of Castle Peak Road-Sham Tseng did not meet the criteria.

77. The Ad-Hoc Working Group had also held the first meeting on 24 February 2017 and discussed the proposals on provision of covers to walkways. After discussion, the Working Group agreed to let Members of the T&TC to rank the walkways in order of priority by giving ratings from 1 to 4. One would be nominated as the priority scheme and three backup schemes. The T&TC would write to all Members, inviting them to give ratings to the four proposed walkways within two weeks. The walkway with the highest score would be given priority for consideration. If more than one proposal obtained the same score, the road section for provision of cover would be decided by drawing lots. Members would be informed of the results, which would then be submitted to the HyD and TD for launching the preliminary works as soon as possible.

XIV Item 13: Any Other Business

78. The views raised by Members were as follows:

- (1) he said that with the new lifts installed in Tsuen Wan, people did not line up for these facilities in an orderly manner during peak hours and confusion was sometimes caused. Therefore, he suggested the HyD provide painted arrow signs on the ground of the footbridge lifts opposite to Fou Wah Centre near the branch office of China Travel Service (Hong Kong) Limited and KOLOUR-Tsuen Wan to enable residents to line up orderly for lifts (Mr LAM Faat-kang);
- (2) he had discussed with the representatives of the TD to provide arrow signs near the lift beside the Tai Wo Hau MTR Station footbridge, but the proposal could not be implemented due to restrictions imposed by law (Mr CHAN Yuen-sum, Sumly);
- (3) he hoped that the TD and Police would follow up on the problem of illegal parking at Shing Mun Reservoir brought up for discussion at the T&TC meeting held on 9 January 2017 (Mr CHAN Yuen-sum, Sumly); and
- (4) he said that many motorcycles were often parked at the junction of Wing

Tak Street and Wing Shun Street and were covered with cloths, thus blocking the sightline of drivers. He hoped that the Police would take follow-up action to solve the problem (Mr CHOW Ping-tim).

79. The Chairman said that he would discuss with the TD and HyD after the meeting on the provision of arrow signs on the ground beside footbridge lifts to follow up on Members' proposal and urge the TD and Police to follow up on the problem of illegal parking at Shing Mun Reservoir.

80. Members noted the following information papers:

- (1) Financial Statement of Traffic and Transport Committee as at 17 February 2017  
(T&TC Paper No. 53/16-17); and
- (2) Dates of Meetings of Traffic and Transport Committee between May 2017 and March 2018  
(T&TC Paper No. 54/16-17).

81. The Chairman reminded Members that the next meeting was scheduled at 2:30 p.m. on 8 May 2017 (Monday) and the deadline of submission of paper was 19 April 2017.

#### XV Adjournment of Meeting

82. There being no other business, the meeting was adjourned at 6:40 p.m.

Tsuen Wan District Council Secretariat  
April 2017

Minutes of the Meeting of the Traffic and Transport Committee  
held on 9 January 2017

Amendments

(1) Paragraph 14(4) on page 7:

Original	They suggested that lifts should be retrofitted on Castle Peak Road to link up Sea Crest Villa (Phase 2) Block 5 with Anglers' Bay because there were about 3 300 residents currently living in the three housing estates along Castle Peak Road;
Amendment	They suggested that lifts should be retrofitted on Castle Peak Road to link up Sea Crest Villa <del>(Phase 2) Block 5</del> with Anglers' Bay because there were about 3 300 residents currently living in the three housing estates along Castle Peak Road;

(2) Paragraph 14(6) on page 7:

Original	Therefore, Members suggested that a pedestrian crossing be provided at the main entrance of Hong Kong Garden on Castle Peak Road. They considered that retrofitting of lifts and provision of pedestrian crossing by the HyD at the same time was the best solution to solve the problem;
Amendment	Therefore, Members <b>opined that the most direct and effective solution</b> was to provide a pedestrian crossing <del>be provided</del> at the main entrance of Hong Kong Garden on Castle Peak Road. They also opined that <b>it would not be an appropriate solution</b> if the <b>TD required that</b> no pedestrian crossing would be provided if lifts were retrofitted <del>and provision of pedestrian crossing by the HyD at the same time was the best solution to solve the problem;</del>

(3) Paragraph 58(6) on page 26:

Original	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 231 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;
Amendment	A large number of passengers would wait for buses on Fu Wah Street

	<p>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 <del>E31</del> 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;</p>
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