

(Translation)

Minutes of the 9th Meeting of Traffic and Transport Committee (1/17-18)

Date: 8 May 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
Mr LAM Faat-kang, MH
The Hon CHAN Han-pan, Ben, JP
Mr CHAN Chun-chung, Jones
Mr CHAN Sung-ip, MH
Mr CHAN Yuen-sum, Sumly
Mr WONG Wai-kit
Mr KOT Siu-yuen
Mr CHOW Ping-tim
Mr CHENG Chit-pun
Mr TAM Hoi-pong

Co-opted Members

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

Government Representatives

Mr 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 (Operations), Kowloon Motor Bus Company (1933) Limited
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Attendance by Invitation:

For discussion of item 4

Mr LEUNG Hon-wan	Senior Engineer 5/Tuen Mun Road, Highways Department
Ms POON Wai-ming	Engineer 3/Tuen Mun Road, Highways Department

For discussion of item 9

Mr Rayson LAW	Planning and Support Officer I, Long Win Bus Company Limited
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For discussion of item 14

Mr CHEUNG Wing-hong	Senior Engineer/Projects 2, Civil Engineering and Development Department
Mr CHAN Hing-yin	Engineer/Projects 2A, Civil Engineering and Development Department
Mr AU Ying-kit, Paul	Senior Engineer (Works)(2), Home Affairs Department

The Meeting

I Opening Remarks and Introduction

The Chairman welcomed Members, Co-opted Members, representatives from the Government and corporations to the 9th meeting of the Traffic and Transport Committee (T&TC).

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

II Item 1: Confirmation of Minutes of the Meeting held on 6.3.2017

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

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

4. The Chairman said that the following three items would be followed up at this meeting:

A. Paragraphs 5 to 9 of the Minutes of the Meeting held on 6 March 2017: The Next Phase of the “Universal Accessibility Programme”

5. The Chairman reported that the Highways Department (HyD) had invited various District Councils (DCs) to prioritise lift retrofitting projects for walkways in respective districts proposed by the public and nominate not more than three existing pedestrian links for works implementation in the second phase of the Universal Accessibility Programme (UAP). On 13 March 2017, all Members of the T&TC under the Tsuen Wan District Council (TWDC) had been invited to rate these pedestrian links. Priority would be accorded to the first three proposed locations with the highest scores, while the proposed locations ranked between fourth and sixth in total scores would be designated as backup options. The Secretariat received a total of 25 score sheets, and the results were as follows:

- (1) the first priority location for lift retrofitting was Structure No. NF242 - Across Kwan Mun Hau Street and Castle Peak Road near Kam Mun Hau Garden, with a total score of 122 points;
- (2) the second priority location for lift retrofitting was Structure No. NF334 - Across Castle Peak Road near Tsuen King Circuit and Sha Tsui Road, with a total score of 92 points;
- (3) the third priority location for lift retrofitting was Structure No. TW03 - Across Mei Wan Street connecting Tsuen King Circuit Sports Centre and Discovery Park, with a total score of 81 points;
- (4) the fourth priority location for lift retrofitting was Structure No. NF437 - Across Castle Peak Road - Tsing Lung Tau near Hong Kong Garden, with a total score of 68 points. It was the first priority backup option;
- (5) the fifth priority location for lift retrofitting was Structure No. TW01 - Across Castle Peak Road - Tsuen Wan near Discovery Park, with a total score of 48 points. It was the second priority backup option; and
- (6) the sixth priority location for lift retrofitting was Structure No. NF439 - Across Castle Peak Road - Tsing Lung Tau near Sea Crest Villa (Phase 3), with a total score of 19 points. It was the third priority backup option.

Besides, the T&TC had also informed Members and the HyD of the results (including the ratings of pedestrian links ranked between seventh and fourteenth) on 1 April 2017 for following up by the HyD.

(Note: Mr KOT Siu-yuen joined the meeting at 2:35 p.m.)

B. Paragraphs 51 to 58 of the Minutes of the Meeting held on 6 March 2017: Request the Transport Department to Convert the Zebra Crossing at Route Twisk near Fu Yung Shan Road to a Pedestrian Crossing with Control Panel for Traffic Lights

6. Engineer/Tsuen Wan 2 (Engr/Tsuen Wan 2) of the Transport Department (TD) reported that the TD had conducted a site inspection with Members and local residents, and gathered views from the residents. The TD would explore the feasibility of converting the zebra crossing at Fu Yung Shan Road to a pedestrian crossing with touch-control traffic lights (provided with pedestrian crossing buttons), and would update the TWDC on the latest progress, if any.

7. Mr CHAN Yuen-sum, Sumly enquired of the TD whether it had drawn up a definite timetable of the project.

8. Engr/Tsuen Wan 2 of the TD responded that the TD would report on the progress and works schedule at the next T&TC meeting.

9. The Chairman concluded that the T&TC would follow up on this subject under the agenda item “Matters Arising from the Minutes of the Previous Meeting” at the next meeting. If a works schedule had been drawn up, the TD might forward it to the Secretariat for circulating to Members for reference.

C. Paragraphs 67 to 71 of the Minutes of Meeting held on 6 March 2017: 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

10. Engineer/Tsuen Wan 1 (Engr/Tsuen Wan 1) of the TD reported that the TD had completed the local consultation on the designation of a 24-hour restricted zone at the junction of Yi Hong Street and Wing Shun Street, and issued a Works Request Form (WRF) to the HyD in late April 2017. The TD had also issued a WRF to the HyD in early March 2017 regarding the proposal of addition of railings and a “No U-turn” warning sign at the aforesaid junction. Moreover, the TD had completed the consultation exercise on the widening of Ma Tau Pa Road north bound and south bound and received objections. The TD would arrange a meeting for liaison with stakeholders again, in a bid to facilitate the implementation of the proposal. Regarding the coordination work on traffic light arrangements at Wing Shun Street, Texaco Road and Ma Tau Pa Road, the TD had arranged subject officers of its Traffic Control Division to brief the Members concerned on the existing arrangements on 7 April 2017, and noted Members’ comments on the existing pedestrian crossings, which would be taken into account in tandem with the widening works at Ma Tau Pa Road.

(Note: Mr LAM Faat-kang and Mr CHAN Chun-chung, Jones joined the meeting at 2:38 p.m.)

11. Mr CHOW Ping-tim enquired about the timetable of the projects with WRFs issued.

12. Engr/Tsuen Wan 1 of the TD responded that the works schedules of these projects had been set out in the paper “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 19 April 2017)” (T&TC Paper No. 13/17-18). As the TD understood, the WRF issued by the TD in late April 2017 was yet to be included in the aforesaid paper on project progress, and the HyD would provide the related works schedule in due course.

IV Item 3: Funds Allocation for the Traffic and Transport Committee 2017-18
(T&TC Paper No. 1/17-18)

13. The Secretary briefed Members on the paper.

14. The T&TC endorsed the allocation of the District Council Funds (Community Involvement Projects) in 2017/18 as follows:

<u>Item</u>	<u>*Fund available for use (\$)</u>
(1) Task Force on Public Transport Network	87,000.00
(2) Working Group on Road Safety Education and Promotion	253,000.00
(3) Working Group on Tsuen Wan Footbridge Network	0.00
(4) Transportation Fee for Site Inspections	2,100.00
(5) Reserve	0.00
Total:	<u>342,100.00</u>

* An overspending of five per cent had been provided.

15. Members endorsed that the Secretariat was authorised to approve amendments to project titles, venues, dates and time of the activities proposed by relevant organisations with respect to the approved funding applications without making any changes to the approved estimates of expenditure.

(Note: Mr CHAN Sung-ip and Mr WONG Wai-kit joined the meeting at 2:42 p.m.)

V Item 4: Traffic Review and Improvement Plan for Tsuen Wan Road and Associated Junctions
(T&TC Paper No. 2/17-18)

16. The Chairman reported that the HyD had submitted this paper and welcomed Mr LEUNG Hon-wan, Senior Engineer 5/Tuen Mun Road (Sr Engr 5/Tuen Mun Road), and Ms POON Wai-ming, Engineer 3/Tuen Mun Road of the HyD, to the meeting for briefing Members on this subject.

17. Sr Engr 5/Tuen Mun Road of the HyD briefed Members on the paper.

(Note: Ms LAM Yuen-pun, Phyllis joined the meeting at 2:50 p.m.)

18. The views and enquiries of Members were summarised as follows:

- (1) he did not have much objection to the first two traffic improvement projects, and opined that they could help alleviate the traffic problem (Mr CHOW Ping-tim);
- (2) as regards the third traffic improvement project, the department concerned had implemented a similar proposal at Tsuen Tsing Interchange (Tuen Mun bound) between 1994 and 1995. As the design of the junction had not been modified at that time, the related works had caused serious traffic gridlock in the Tsuen Wan District. He opined that as there was no need to designate a dedicated lane in the Kwai Tsing District, he would strongly oppose to the provision of a dedicated left-turn lane to Tsing Yi at the link road of Tsuen Tsing Interchange unless the HyD would consider back-cutting of part of the existing slope. Although the HyD had proposed to provide two additional junctions to divert vehicular flow, this measure might not be able to tackle the problem of traffic congestion due to the impact of the traffic flow at Tsuen Tsing Interchange (Mr CHOW Ping-tim);
- (3) as a large number of new residential developments were about to complete, the HyD would not be able to address the traffic demand arising from population growth with the implementation of the project at the roundabout alone. Therefore, she wished to obtain the projected data of traffic flow at Tsuen Wan Road from the HyD for further analysis; enquired about the arrangement made by the HyD for trees in the surrounding area and suggested that transplanting should be adopted instead of tree felling; and that a consensus should be reached with the relevant departments on the roundabout under the Greening Master Plan (GMP) (Ms LAM, Lam Nixie);
- (4) the HyD was requested to provide further project information such as planning details and timetable (Ms LAM, Lam Nixie);
- (5) the HyD was requested to provide the traffic data of vehicles entering into the roundabout from Tai Chung Road and those heading to Tuen Mun from Hoi Hing Road collected before and after works implementation for assessing the effectiveness of the project (Mr WONG Wai-kit);
- (6) he enquired about the effectiveness of the proposed conversion of the left-turn into a give way line on traffic condition at Hoi Hing Road, and suggested that the HyD should consider the feasibility of designating the said lane for left-turn vehicular movements to Tuen Mun Road direct (Mr WONG Wai-kit);
- (7) he was concerned about the works schedule, the impact on the existing traffic conditions during works period and the arrangements for the surrounding trees. He hoped that the HyD could provide further information on the affected tree species for Members' reference, and adopt transplanting instead of tree felling (Mr WONG Wai-kit);
- (8) he opined that the traffic problems at Texaco Road and in the industrial area at Tsing Tsuen Road were equally serious, leading to traffic congestion at Tsuen Tsing Interchange indirectly. The piece-meal approach adopted by the HyD in implementing improvement measures at Tsuen Tsing Interchange alone was unable to solve the problem, he suggested that a comprehensive review should be conducted to identify the causes of traffic

congestion in the district and all related issues would be dealt with in one go (Mr CHAN Sung-ip);

- (9) he suggested that the HyD should seriously scrutinise the saturation of traffic capacity in the factory and warehouse area at Texaco Road (Mr CHAN Sung-ip);
- (10) he considered that the construction of a slip road at Tai Chung Road could ease the congestion at the junction and divert vehicular flow. Besides, given that Hoi Hing Road was a single-lane carriageway, it would be difficult for other vehicles to make a turn if a dedicated left-turn lane was to be provided at Hoi Hing Road to connect the link road of Tsuen Wan Road (Tuen Mun bound) (Mr KOO Yeung-pong);
- (11) there should not be much dispute on the second traffic improvement project. He suggested that the HyD should provide an additional slip road under the third traffic improvement project to enhance the diversion of traffic flow (Mr KOO Yeung-pong);
- (12) he enquired about the impact of the environmental assessment on the works progress and whether a works schedule had been drawn up (Mr KOO Yeung-pong);
- (13) with the completion of a number of residential developments in Tsuen Wan, the pedestrian and vehicular flows would increase substantially, and coupled with the shortage of parking spaces in the district, car parks were often fully occupied in weekends. As such, he welcomed government departments to put forward traffic improvement proposals, and suggested that the HyD should provide further research data on relevant projects for in-depth discussion at the meetings of the task forces under the T&TC (Mr LAM Faat-kang);
- (14) he enquired whether the HyD would include the planning of the pending Texaco Road flyover project in the relevant traffic improvement works (Mr LAM Faat-kang); and
- (15) he enquired of the HyD whether the less controversial traffic improvement works would be implemented as soon as possible, such as the construction of a U-turn slip-road at the junction of Tai Chung Road and the second traffic improvement proposal (the Chairman).

(Note: Mr TAM Hoi-pong joined the meeting at 3:00 p.m. Mr CHOW Ping-tim left the meeting at 3:05 p.m.)

19. Sr Engr 5/Tuen Mun Road of the HyD responded that at the request of Members, the HyD would look into the effectiveness of the implementation of a dedicated left-turn lane at Tsuen Tsing Interchange in the past, so as to enhance the current proposal. He continued that owing to the complexity involved in the cutting-back of part of the existing slope, and coupled with the fact that it was necessary to reserve sufficient at-grade space for works implementation; the traffic condition would inevitably be affected. The HyD would continue to follow up the related situation. Moreover, the HyD would avoid tree felling wherever possible when carrying out works and would wherever possible adopt transplanting instead of tree cutting after

obtaining approval from the Lands Department. Besides, the GMP of the Civil Engineering and Development Department (CEDD) did not cover the works area of the traffic improvement proposal. As far as the improvement proposal for the roundabout at Tai Chung Road was concerned, the HyD's consultant had prepared the proposal in accordance with the survey on vehicular flow in the area under study in 2016, and the HyD believed that this improvement proposal would help alleviate the traffic congestion at the roundabout of Tai Chung Road. He hoped that the data analysis of vehicular flow could be completed in the third or fourth quarter of 2017, with a view to assessing the effectiveness of the proposal more accurately. The HyD had taken note of Members' comments on the proposed designation of a dedicated left-turn lane at Hoi Hing Road, and would further study the improvement measures concerned. Besides, the HyD was liaising with the Environmental Protection Department on the environmental impact of the project. The HyD would continue to explore the impacts of such works on the land, trees and vehicular flyovers in the neighbourhood. As the Texaco Road flyover pending completion would be reserved for long-term planning, it would not be included in the above minor improvement works. As it was easier to deal with the rearrangement of road markings at the junctions of Yeung Uk Road, Texaco Road and Kwai Fuk Road, and tree transplanting was not required, the HyD was discussing with the TD on the works schedules of these projects. The other project that could be implemented was the construction of a U-turn slip road at the junction of Tai Chung Road, which involved transplanting or removal of about four existing trees. The HyD would follow up on the related work in accordance with the established procedures. As the proposed provision of a dedicated a left-turn lane at Tsuen Tsing Interchange to Tsing Yi was relatively controversial, the HyD would exercise due care in dealing with it and conduct proper consultation.

20. The views and enquiries of Members were summarised as follows:

- (1) many motorists were unable to master the skills of driving at roundabouts and cut lanes indiscriminately at these locations, thus affecting the smooth flow of traffic. In this connection, she enquired of the HyD whether consideration would be given to the construction of a spiral roundabout at Tai Chung Road just like the one in Tseung Kwan O to ensure smooth vehicular flow (Ms LAM, Lam Nixie);
- (2) he opined that it was not necessary to provide a dedicated left-turn lane at Tai Chung Road because the vehicular flow at Tuen Mun Road via Hoi Hing Road was not so high, and it was not worthy to cut down the trees nearby either. He had no special comment on the proposed construction of a U-turn slip-road at the junction of Tai Chung Road (Mr TAM Hoi-pong);
- (3) he supported to adopt a holistic approach in reviewing the causes of traffic congestion at Tsuen Tsing Interchange. If piece-meal improvement measures were to be taken, it might not be able to solve the traffic congestion at Tsuen Tsing Interchange arising from the activities in the factory area (Mr TAM Hoi-pong);

- (4) he enquired whether the provision of a dedicated left-turn lane at the link road at the junction of Tsuen Tsing Interchange to Tsing Yi would cause serious traffic congestion on the right-hand lane (Mr TAM Hoi-pong); and
- (5) he enquired of the HyD whether it was possible to provide further assessment information, such as the impact of population growth at the Tsuen Wan waterfront on the vehicular flow at Hoi Hing Road (Tuen Mun Road bound), to support the provision of a dedicated left-turn lane at Tai Chung Road (Mr WONG Man-chau).

21. The Chairman recalled that in the past, traffic improvement works had been implemented at a section of Tsuen Wan Road turning onto the roundabout of Tai Chung Road with cancellation of a left-turn lane, and this measure had been proven effective. He agreed that good effect could only be achieved with the implementation of a large-scale improvement programme at Tsuen Tsing Interchange.

(Note: Mr CHENG Chit-pun joined the meeting at 3:20 p.m.)

22. Sr Engr 5/Tuen Mun Road of the HyD responded that as spiral roundabout was still in experimental stage, the HyD would adopt the conventional design for the project in the hope of addressing the traffic problem as soon as possible. As regards the proposed provision of a dedicated left-turn lane at Hoi Hing Road, the HyD put forward the proposed traffic improvement works because the data collected in the second half of 2016 revealed that tailback would occur on the left-hand lane of Hoi Hing Road during peak hours. As for the possibility of the occurrence of serious traffic congestion on the right-hand lane arising from vehicular movements towards Tsing Yi on the dedicated left-turn lane, the HyD's data collected in 2016 revealed that over 50 per cent of vehicles entering into Tsuen Tsing Interchange from Tsuen Wan Road (Tuen Mun bound) had made a left turn to Tsing Yi. Therefore, this proposal could effectively alleviate traffic congestion during peak hours. However, the HyD would, based on the traffic data to be collected in the third or fourth quarter of 2017, continue to make analysis and forecast for enhancing of the improvement proposal as appropriate.

23. The Chairman hoped that the HyD could seriously consider Members' comments and upon completion of the consultancy study, report on the findings at the T&TC meeting, as well as expeditiously constructing a U-turn slip-road at the junction of Tai Chung Road and implementing traffic improvement works at the junctions of Yeung Uk Road, Texaco Road and Kwai Fuk Road.

VI Item 5: Request for Provision of Additional Safety Facilities for Lei Muk Shue Bus Terminal

(T&TC Paper No. 3/17-18)

24. The Chairman reported that Mr CHAN Yuen-sum, Sumly and the Vice Chairman had submitted this paper, and the Secretariat received before the meeting the written reply from the Housing Department (HD), which had been circulated to Members for perusal.

25. Mr CHAN Yuen-sum, Sumly and the Vice Chairman briefed Members on the paper.

26. The views and enquiries of Members were summarised as follows:

- (1) given that a number of traffic accidents had happened near Lei Muk Shue Bus Terminus since its commissioning, he recommended the HD to provide additional traffic lights and speed reducers at the pedestrian crossing, and requested the Police to strengthen law enforcement for enhancing road safety (Mr CHAN Yuen-sum, Sumly);
- (2) he proposed to add a cover above the walkway at Fung Shue House to facilitate access of residents and divert pedestrian flow at the pedestrian crossing of the bus terminus (Mr CHAN Yuen-sum, Sumly);
- (3) he expressed disappointment that the HD had refused to provide a cover at the junction on grounds of not being cost-effective and ineffective deployment of resources. As a matter of fact, the HD had previously provided covers for walkways and many public facilities in quite many public housing estates with even less pedestrian flow (Mr CHAN Yuen-sum, Sumly);
- (4) there was a stronger demand for provision of cover for walkway at Lei Muk Shue Bus Terminus near a public transport interchange with a relatively high pedestrian flow (Mr CHAN Yuen-sum, Sumly);
- (5) he regretted that the HD had failed to send representatives to attend the T&TC meeting to give a response, and hoped that the HD could deal with the issue of traffic accident black spots squarely, and maintain road safety through addition of such measures as traffic light signals and speed reducers to limit vehicular speed (the Vice Chairman); and
- (6) the HD had provided a cover for a section of walkway in 2005, and published a research report in 2006, which recommended that the second stage of provision of cover for walkway should be implemented in phases. Therefore, he suggested that the HD should review this document and conduct a site inspection, in order to scrutinise the necessity of providing a cover for walkway and implementing other traffic improvement works (the Vice Chairman).

27. The Chairman expressed regret that the HD had failed to send representatives to attend the T&TC meeting and would request the HD to attach importance to the T&TC meetings in writing after the meeting. Moreover, the T&TC would arrange a site inspection for the HD, the Police and the TD to understand the road safety problem at Lei Muk Shue Bus Terminus.

VII Item 6: Provision of Additional Arrow Signs on the Ground for the Footbridge Elevators in Tsuen Wan District
(T&TC Paper No. 4/17-18)

28. The Chairman reported that Mr LAM Faat-kang had submitted this paper.

29. Mr LAM Faat-kang briefed Members on the paper.
30. Engr/Tsuen Wan 1 of the TD responded that in designing a lift to be retrofitted to a footbridge, the Government would ensure that there was sufficient space at the exits at grade and on footbridge for users to line up. The TD had deployed officers to conduct a site inspection for the lift adjacent to Fou Wah Centre. As a redevelopment project was underway in the vicinity of Sai Lau Kok Garden and the adjoining spiral staircase had been closed, some pedestrians might have switched to use the lift for access between the ground and footbridge, leading to an increased number of lift users. The TD would discuss with the Architectural Services Department on improvement proposals in this regard.
31. The views and enquiries of Members were summarised as follows:
- (1) lift users had failed to line up in an orderly manner because there was no markings on the ground near the lifts retrofitted to footbridges in Tsuen Wan. Therefore, he recommended the TD to mark direction arrows on the ground to alleviate the chaotic situation of queues (Mr WONG Wai-kit);
 - (2) he was surprised that the TD had not required the marking of direction arrows for lifts, and opined that such directional signs could help the public use lifts in a more orderly manner (Mr WONG Wai-kit);
 - (3) despite of an increase in the number of lifts installed in the Tsuen Wan District, some were of less desirable quality, and thus could not help those lift users in need (Mr KOT Siu-yuen);
 - (4) he supported the marking of directional signs, and suggested that the TD could select several lifts for trial purpose, with a view to enhancing the quality of lifts in the district gradually and facilitating the old and the weak in the Tsuen Wan District and Fuk Loi Estate to line up for using lifts in an orderly manner (Mr KOT Siu-yuen);
 - (5) he opined that the TD's policies had failed to keep abreast of the times, and hoped that the TD representatives could reflect the aspirations of the district to its headquarters. He also suggested that the TD should model upon the practices of MTR Corporation Limited (MTRCL) and the HD by marking directional signs on the ground beside the lifts installed at MTR Tai Wo Hau Station to facilitate the old, the weak and persons with disabilities to use lifts safely (Mr CHAN Yuen-sum, Sumly);
 - (6) given that the HyD had refused to provide direction arrows on grounds of legislative amendment and liability, he opined that consideration had not been given to the increased likelihood of accidents due to a lack of directional signs. He was discontented with the HyD for ignoring the aspirations of many districts (Mr CHAN Yuen-sum, Sumly);
 - (7) he applied to the TD for marking direction arrows on the ground at MTR Tai Wo Hau Station, and hoped that the TD would not remove such signs (Mr CHAN Yuen-sum, Sumly);
 - (8) the directional signs provided beside some lifts retrofitted to footbridges in the Tsuen Wan District were effective to control pedestrian flow. However, users were likely to scramble into the lifts if no directional signs were

- provided beside the lifts. Therefore, he suggested that several lifts could be selected for trial purpose first and the works could be further taken forward having regard to the effectiveness (Mr CHAN Chun-chung, Jones);
- (9) he opined that the marking of directional signs was a reasonable request without much technical difficulty, and hoped that the TD could adopt a flexible approach in addressing the problem (Mr MAN Yu-ming);
- (10) he enquired whether approval had to be obtained from the TD for the marking of direction arrows on the ground at bus stops of The Kowloon Motor Bus Company (1933) Limited (KMB) (the Vice Chairman); and
- (11) he said that now that the Government had not objected to the marking of direction arrows on the ground at bus stops by the KMB and such works was not technically complicated, consideration should be given to the proposed marking of direction arrows beside lifts based on the people-oriented principle, so as to facilitate the old and the weak to line up for using lifts in an orderly manner, thereby reducing the risk of accidents. Therefore, he hoped that the proposal would be implemented (Mr LAM Faat-kang).

(Note: The Hon TIEN Puk-sun, Michael joined the meeting at 3:42 p.m.)

32. Engr/Tsuen Wan 1 of the TD responded that he would discuss with the Road Safety and Standards Division of the TD on the arrangement of marking direction arrows on the ground near lifts, while the bus companies had to obtain prior approval from the TD and relevant departments for provision of road markings at bus stops on their own. Currently, the TD had not provided any road marking on the ground beside lifts or on bridges for queuing purpose, but would follow up on this aspiration.

33. The Chairman said that direction arrows on several walkways in the Tsuen Wan District were definitely conducive to maintaining good order in the queue, and hoped that the TD could actively explore the feasibility of the proposal, consider Members' views, provide road markings in Tsuen Wan on a trial basis, and inform Members of the progress of the study as soon as possible.

VIII Item 7: Request for Improvement of the Crossing Facilities and Transport Ancillary Facilities of Sheung Chui Court
(T&TC Paper No. 5/17-18)

34. The Chairman reported that the Hon CHAN Han-pan, Ben had submitted this paper.

35. The Hon CHAN Han-pan, Ben briefed Members on the paper.

36. Engr/Tsuen Wan 1 of the TD responded that during a site inspection at Sha Tsui Road, the TD officers found that some jaywalkers had crossed the emergency crash gate on Sha Tsui Road at noon time. The TD was discussing with the Fire Services Department (FSD) about the possibility of removing this emergency crash gate and instead providing a railing at the location concerned to prevent jaywalking.

According to the traffic impact assessment conducted for the development of Sheung Chui Court, it was anticipated that members of the public would use the existing pedestrian crossings at Kwan Mun Hau Street or Texaco Road after the intake of resident into Sheung Chui Court. In the long term, the TD would examine the necessity of adding a pedestrian crossing at Sha Tsui Road near Tsuen Wing Street and the impact of this new pedestrian crossing on the traffic flow at Sha Tsui Road. The TD would make another report to the T&TC in due course.

37. Senior Transport Officer/Tsuen Wan (Sr Transp Offr/Tsuen Wan) of the TD responded that as far as transport support facilities were concerned, according to the latest information from the HD, it was anticipated that the intake of residents into Sheung Chui Court would take place in late May 2017 at the earliest. The TD had kept in view the intake of residents into Sheung Chui Court, and had written to the bus companies concerned and green minibus (GMB) operators, urging them to pay close attention to the intake of residents into Sheung Chui Court and passenger demand. The TD would also arrange site surveys to understand the travel pattern of residents, and make timely service adjustment to ensure that there was a sufficient provision of public transport services to meet the emerging demand. Currently, there were some 30 bus routes and GMB routes plying between the vicinity of Sheung Chui Court and various areas, and buses still had spare carrying capacity to meet the additional demand even during the busiest peak.

38. The views and enquiries of Members were summarised as follows:

- (1) closure of the emergency access on Sha Tsui Road could solve the problem of jaywalking temporarily, but it was still necessary to add traffic signal lights at the location concerned in the long run (the Hon CHAN Han-pan, Ben);
- (2) he would conduct a site inspection at Kwan Mun Hau Street with the TD representatives for exploring the feasibility of adjusting the traffic signals at Kwan Mun Hau Street to facilitate pedestrians in crossing the road (the Hon CHAN Han-pan, Ben);
- (3) despite that 30 bus routes and GMB routes operated via Sheung Chui Court, quite many GMBs had already been fully occupied before they reached Sheung Chui Court. Therefore, he suggested that the TD should make proper planning beforehand, so as to provide good transport support facilities for residents who would move in shortly, and requested the TD to provide the findings of the patronage survey on the bus routes and GMB routes concerned after the meeting for Members' assessment and following up. He hoped that this agenda item could be followed up at the next meeting (the Hon CHAN Han-pan, Ben); and
- (4) he enquired whether short-haul GMB routes plying between the new development and MTR Tai Wo Hau Station or other MTR stations would be introduced (Mr TAM Hoi-pong).

39. Sr Transp Offr/Tsuen Wan of the TD responded that the TD's survey findings indicated that there was spare carrying capacity in most bus routes to meet the

additional demand. Owing to the constraint of seating capacity of GMBs, many GMBs had been fully occupied when they reached Sheung Chui Court during peak hours. The TD would scrutinise the travel pattern of passengers, and discuss with GMB operators on the feasibility of providing short-haul GMB services having regard to passenger demand.

40. The Chairman said that as the TWDC Member of the local constituency had grave concern over the transport support facilities for Sheung Chui Court, he requested the TD to submit the survey report on GMB services for Members' reference as soon as possible after the meeting, and maintain close communication with Members. The T&TC would continue to discuss this subject under the agenda item "Matters Arising from the Minutes of the Previous Meeting" at the next meeting.

(Post-meeting note: On 26 May 2017, the TD submitted the requested information to the Secretariat, which had been circulated to Members for information on 5 June 2017.)

IX Item 8: Request for Creation of Ferry Service from Tsuen Wan Pier to Central Pier

(T&TC Paper No. 6/17-18)

41. The Chairman reported that Ms LAM, Lam Nixie had submitted this paper. The Secretariat received before the meeting the written reply from the TD, which had been circulated to Members for perusal on 4 May 2017.

42. Ms LAM, Lam Nixie briefed Members on the paper.

43. Sr Transp Offr/Tsuen Wan of the TD responded that 8-car trains had gradually replaced 7-car trains for operating the MTR West Rail Line (WRL) since January 2016. It was anticipated that it would take about 30 months to complete the conversion works and testing of all trains concerned. Upon completion of the conversion works, the overall carrying capacity of the WRL would increase by about 14 per cent. Currently, the public could travel to the vicinity of Central by train; or to Wan Chai North on Cross-Harbour Tunnel Route Nos. 930 and 930A. The average occupancy rate of departures with the highest patronage was about 65 per cent, indicating that there was still spare carrying capacity to meet the additional passenger demand. Moreover, passengers might choose to travel to the Central by Route Nos. 936, 934 and 934A. In the Bus Route Planning Programme 2016-2017, the TD and the KMB had proposed to introduce a new bus route plying between Tsuen Wan West Station and Yau Tong to tie in with the future population growth of Tsuen Wan West 5 and Tsuen Wan West 6. In the light of fact that currently the public might travel to and from Tsuen Wan West and the Central by train and other road-based transport means, the TD had no plan to introduce new ferry service plying between Tsuen Wan Pier and Central Pier in this stage. However, if any ferry operator was interested in operating such ferry service, consideration would be given by the TD having regard to various factors such as the existing public transport network and transport support facilities, passenger demand for ferry service, financial

and operational viability, etc. As a matter of fact, the TD had not received any application for operating ferry service between Tsuen Wan West and Central over the past three years. Nevertheless, the TD would continue to monitor the actual situation and follow up on any application made by ferry operator as appropriate.

44. The views and enquiries of Members were summarised as follows:

- (1) owing to the excessive number of passengers, currently MTR trains operating the WRL had often been fully occupied at Yuen Long Station. Besides, the persistent traffic congestion in Tsuen Wan had discouraged local residents to travel to the Central by bus (Mr CHAN Sung-ip);
- (2) they supported the introduction of a ferry route plying between Tsuen Wan and the Central (Mr CHAN Sung-ip and Mr LAM Faat-kang);
- (3) he suggested that the TD should consult the existing ferry operators about their intention of providing the proposed service (Mr CHAN Sung-ip);
- (4) given that there would be a drastic growth in population in the Tsuen Wan District upon completion of new residential developments, traffic congestion would aggravate. Therefore, he opined that the TD should make early preparation and study the introduction of a new ferry route plying between Tsuen Wan and the Central in a proactive manner (Mr LAM Faat-kang);
- (5) if the TD could provide road-based transport services, rail services and ferry services in a complementary manner, this would reduce the risk of impeded journeys arising from traffic accidents (Mr NG Hin-lung, Norris);
- (6) some residents in Tsing Lung Tau had also supported the resumption of a ferry route plying between Tsuen Wan Pier and Central Pier, and opined that the TD should adopt a comprehensive approach in considering the provision of public transport services through different transport means such as road-based vehicles, railway and marine transport (Mr NG Hin-lung, Norris);
- (7) the ferry route plying between Tsuen Wan and the Central had been cancelled in the light of the development of Tsuen Wan in early years. With urban development and demographic change, residents in Tsuen Wan had an even stronger demand for public transport services. Given that MTR trains had always been fully occupied during peak hours and coupled with the circuitous bus routes, these factors had given rise to traffic gridlock in the Tsuen Wan District. Therefore, he suggested that the TD should provide diversified public transport services through different transport modes, including road-based transport, railway and ferry (Mr MAN Yu-ming); and
- (8) he supported the TD to resume the ferry route plying between Tsuen Wan and the Central, and suggested that the TD should consider providing subsidies to the future operator, and request this operator to increase ferry navigation speed and introduce fare concessions, in order to provide diversified public transport services for residents in Tsuen Wan (Mr KOO Yeung-pong).

(Note: Mr WONG Fah-man joined the meeting at 4:05 p.m.)

45. Sr Transp Offr/Tsuen Wan of the TD noted Members' comments, and would refer to subject officers of ferry services of the TD for following up.

46. The Chairman concluded that the drastic increase in the future population along the Tsuen Wan waterfront would create a substantial demand for various public transport services. He hoped that the TD representatives could reflect residents' aspirations to the TD for considering the resumption of the ferry route plying between Tsuen Wan and the Central.

X Item 9: Follow-up on the Request for Airport Shuttle Buses Passing Via Tsing Lung Tau

(T&TC Paper No. 7/17-18)

47. The Chairman reported that Mr NG Hin-lung, Norris had submitted this paper, and welcomed Mr Rayson LAW, Planning and Support Officer I of Long Win Bus Company Limited (Long Win) to the meeting.

48. Mr NG Hin-lung, Norris briefed Members on the paper.

49. Sr Transp Offr/Tsuen Wan of the TD responded that the TD had approved the application of Long Win for extending the trial operation of Special Route No. A31P to 31 August 2017, and would continue to monitor the passenger demand of this bus route, review the effectiveness and operational arrangements of the trial operation of this route as well as discussing the feasibility of enhancing the existing services with Long Win.

50. Planning and Support Officer I of Long Win responded that during the trial operation, the average occupancy of Route No. A31P in the relevant areas (i.e. Phases 3 and 4 of Sea Crest Villa and Tsing Lung Tau) was less than 10 passengers per headway. Long Win would continue to monitor the occupancy during the extended trial period for assessment purpose. Besides, Long Win had already made alternative proposals to the TD, including re-routeing of Route No. A31P while keeping the overall journey time unchanged, so as to extend its catchment to the vicinity of Tsing Lung Tau. To allow ample time for the TD to assess the feasibility of the above proposal and the effectiveness of the trial scheme, Long Win had at the same time applied to the TD for extending the trial period of Special Route No. A31P to 31 August 2017.

51. The views and enquiries of Members were summarised as follows:

- (1) he opined that the outcome of the introduction of special departures by Long Win during the morning and evening off-peak hours was undesirable. He suggested that the trial scheme should be extended to the summer holidays and this route should be re-routed via Tsing Lung Tau during peak hours, in order to collect more accurate occupancy data for reference (the Hon TIEN Puk-sun, Michael);

- (2) the trial scheme aimed to assess whether the buses of Route No. A31P with an extended routeing via Tsing Lung Tau could complete the journey within a specified time instead of the occupancy. Therefore, he opined that Long Win's practice of cancelling this special route on grounds of an occupancy of less than 10 passengers did not make sense (Mr CHENG Chit-pun);
- (3) he supported the proposed extension of the airbus route to Tsing Lung Tau, and opined that it was unfair to implement the trial scheme in the morning and evening off-peak hours. He suggested that Long Win should make proper long-term planning and consider the introduction of a regular airbus route via Tsing Lung Tau in the future (Mr KOO Yeung-pong);
- (4) there was a strong demand for airbus services in Tsing Lung Tau given that new residential estates would be completed in its vicinity and there were also many aviation practitioners in the district. Therefore, he suggested that Long Win should deploy more survey staff to collect data at bus stops in the vicinity of Tsing Lung Tau at different time slots for making suitable planning (the Vice Chairman);
- (5) the trial scheme intended to assess whether the buses of Route No. A31P with an extended routeing to Tsing Lung Tau could complete the journey within a specified time. Therefore, the trial scheme was implemented in the morning and evening off-peak hours. As the time slots for trial operation were not determined by passengers, it was not possible to reflect the actual occupancy. He thus suggested that Long Win should optimise the trial scheme by operating the special route during morning and evening peak hours at 6:00 a.m. and 6:00 p.m. (Mr CHAN Sung-ip);
- (6) upon conducting a survey at the roundabout off Ma Wan Pier, he found that Route No. A31P only needed to take 2 minutes and 54 seconds to return to the said roundabout via Tsing Lung Tau, which was far shorter than 10 minutes or 7 minutes as estimated by the TD or the bus company. Besides, as there was no traffic light installed at this road section and the traffic condition was also stable, he believed that the re-routeing of this bus route via Tsing Lung Tau would not have a significant impact on the overall journey time (Mr NG Hin-lung, Norris);
- (7) as far as the occupancy was concerned, the Long Win representative reported that during the trial operation, the average occupancy of Route No. A31P operating in the relevant areas (i.e. Phases 3 and 4 of Sea Crest Villa and Tsing Lung Tau) was less than 10 passengers per headway, representing an increase of about 50 per cent in occupancy rate as compared to the average occupancy of about 17 passengers of regular headways skipping Tsing Lung Tau. During the trial operation of the special departures, there were about one or two passenger boarding buses at Phases 3 and 4 of Sea Crest Villa and Tsing Lung Tau, representing an increase of 10 to 20 per cent in overall occupancy as compared to that of the regular departures. However, as the trial scheme aimed to assess whether the buses of Route No. A31P with an extended routeing via Tsing Lung Tau could complete the journey within a specified time instead of the occupancy, this route should

not be cancelled on grounds of inadequate patronage (Mr NG Hin-lung, Norris);

- (8) he hoped that Long Win could adopt a flexible approach in dealing with slippage of bus schedule arising from operation of the special departures during peak hours, and supported Long Win to provide services to residents in the vicinity of Tsing Lung Tau through re-routeing of Route No. A31P by (Mr NG Hin-lung, Norris); and
- (9) he requested Long Win to clarify whether the assessment of the feasibility of the new proposal made by Long Win had been based on journey time or occupancy of Route No. A31P (the Chairman).

52. Planning and Support Officer I of Long Win responded that the occupancy figures reported previously aimed to enable Member to have a better understanding of the latest development of the special departures, instead of a pre-requisite for the continued provision of these special departures after the summer holidays. To avoid peak hours and without affecting other departures, Long Win had scheduled special departures of Route No. A31P at 5:45 a.m. and 11:45 p.m., in order to catch up with the additional journey time arising from the re-routeing via Tsing Lung Tau. Additional journey time of departures via Tsing Lung Tau during peak hours would likely cause lost trips. As far as the journey time was concerned, currently the journey time required of special departures via Tsing Lung Tau depended on the number of boarding/alighting passengers in the relevant areas (i.e. Phases 3 and 4 of Sea Crest Villa and Tsing Lung Tau). It might not be able to maintain reliable bus services if the special departures routed via Tsing Lung Tau during peak hours, thus, the overall frequency of Route No. A31P might not be able to comply with the scheduled frequency in the existing schedule of service. As such, careful study of the proposal was required. In the long run, on the premise of maintaining a journey time of about 60 minutes per headway, Long Win suggested that the terminating point of Route No. A31P be relocated from Discovery Park to Belvedere Garden. After departing from the terminating point, the buses would travel to the airport via Tsing Lung Tau west bound. Passengers from Discovery Park could continue to take Route No. A31 to the airport. At this stage, this proposal was still a preliminary one, pending study of its details by the TD, and communication would be maintained with stakeholders.

(Note: The Hon CHAN Han-pan, Ben joined the meeting at 4:23 p.m.)

53. The views and enquiries of Members were summarised as follows:

- (1) he supported the routeing of Route No. A31P via Tsing Lung Tau. He enquired about the proposed location of the terminating point of Route No. A31P at Belvedere Garden, and suggested that a bus stop be provided at the public transport interchange instead of Hoi On Road (Mr WONG Wai-kit);
- (2) he supported the routeing of Route No. A31P via Tsing Lung Tau, and hoped that in response to residents' aspirations, Long Win could again provide special trial departures of airbus routes with an extended routeing

- via the vicinity of Tsing Lung Tau during time slots proposed by residents (the Hon CHAN Han-pan, Ben);
- (3) he welcomed the new proposal put forward by Long Win. He hoped that Long Win could expeditiously explore more options of the re-routeing of Route No. A31P via Tsing Lung Tau, e.g. departures from the interchange in Tuen Mun could improve the occupancy along Castle Peak Road, and implement the improvement proposal to extend the catchment to Tsing Lung Tau (Mr LAM Faat-kang);
 - (4) he said that Long Win had already relocated the terminating point of Route No. A31 to Tsuen Wan West, and buses travelled the airport via Discovery Park and Sham Tseng. As the bus frequencies had remained unchanged, passengers at Discovery Park had not been affected so much. Therefore, under the new proposal, he enquired whether Long Win would increase the frequency of Route No. A31P after relocating its terminating point to Belvedere Garden, in order to ensure that the frequencies of airbus via Discovery Park would remain unchanged (the Hon TIEN Puk-sun, Michael);
 - (5) he hoped that Long Win could provide further information on this trial scheme for Members' discussion at the T&TC meeting (the Hon TIEN Puk-sun, Michael);
 - (6) he opined that the new proposal would affect the journey time of Route No. A31P, thus lengthening the waiting time of passengers at Discovery Park (the Hon TIEN Puk-sun, Michael);
 - (7) he would support the new proposal if Long Win would resume the original frequency of Route No. A31 after relocating the terminating point of Route No. A31P to Belvedere Garden, so that the residents in Discovery Park, Belvedere Garden and Tsing Lung Tau could continue to enjoy uninterrupted airbus services (the Hon TIEN Puk-sun, Michael);
 - (8) he enquired whether this proposal was a preliminary one or a feasibility study had been conducted on this proposal (the Chairman);
 - (9) the introduction of Route No. A31P was the fruit of Members' efforts over the past years. She suggested that Long Win should not hastily alter the existing airbus services. Instead, it should put forward a new proposal only after formulating details and completing district consultation (Ms LAM, Lam Nixie);
 - (10) he enquired whether the TD would consult Members for enhancing details of the new proposal (the Hon CHAN Han-pan, Ben); and
 - (11) he supported Long Win to provide airbus services for residents in Tsing Lung Tau in any form, and called on Members to support the new proposal (Mr NG Hin-lung, Norris).

54. Planning and Support Officer I of Long Win responded that Long Win would be willing to further discuss with stakeholders on the new proposal, in order to confirm details such as the exact location of the bus terminus and schedule of frequency. Long Win had submitted the new proposal to the TD for consideration regarding the relocation of the terminating point of Route No. A31P to Belvedere Garden for

departures to the airport via Tsing Lung Tau and Sham Tseng. Passengers waiting at Discovery Park could switch from Route No. A31P to Route No. A31. This change would not have a significant impact on the journeys and waiting times of passengers who chose to take airbus at the en route stop concerned. The briefing given by Long Win at the meeting was for Members' reference only, and this proposal was pending approval of the TD.

55. Sr Transp Offr/Tsuen Wan of the TD responded that the TD had received the latest proposal from Long Win. As the TD had to carefully study the location of the terminating point of the bus route concerned, it was unable to support this proposal for the time being.

56. The Chairman suggested that during the extended trial period (i.e. until 31 August 2017), Long Win should relax the time slots for trial operation and consider the feasibility of routeing via Tsing Lung Tau during other relatively busy time slots on a trial basis for enhancing the proposal. He requested Long Win to make a report at the T&TC meeting to be held on 3 July 2017.

XI Item 10: Request for Discussion on Follow-up on the Project Item of a Footbridge Escalator at Tai Wo Hau MTR Station
(T&TC Paper No. 8/17-18)

57. The Chairman reported that Mr KOO Yeung-pong and Mr KOT Siu-yuen had submitted this paper.

58. Mr KOO Yeung-pong and Mr KOT Siu-yuen briefed Members on the paper.

59. Engr/Tsuen Wan 2 of the TD responded that the Traffic Engineering Division of the HyD was responsible for the project and had initiated the project in the third quarter of 2016. According to the reply given by the HyD, the relevant underground investigations were being arranged by the HyD. Having confirmed the alignment and the preliminary design, the HyD would proceed with district consultation work and funding application for commencement of works as soon as possible.

60. The Chairman pointed out that as demarcation of district boundaries for District Councils was different from that made by government departments, and the site of the project concerned was located in the Tsuen Wan District. He hoped that the TD representatives would promptly inform the T&TC of the latest planning or information of the project once available.

61. The views and enquiries of Members were summarised as follows:

- (1) in spite of his persistent efforts in seeking the construction of a footbridge escalator at MTR Tai Wo Hau Station to facilitate access of the elderly for many years and his request for the provision of a two-way escalator after giving comments on the provision of one-way or two-way escalator, the departments concerned had failed to take active follow-up actions. As such, he hoped that the TD or the HyD could attach importance to the

discussion items of the T&TC, and regularly send representatives to the meeting to brief Members on the latest progress of the projects for following up (the Hon CHAN Han-pan, Ben);

- (2) he had been striving for the provision of more public facilities at MTR Tai Wo Hau Station to facilitate residents and those in need to use MTR. However, a definite works schedule was yet to be drawn up after Members had been pushing for the project over the years. He hoped that the Government could look into the causes of the impeded progress such as land title issues, so that the departments concerned could actively liaise with the MTRCL on this project, so as to implement the relevant public facilities as soon as possible (Mr CHAN Yuen-sum, Sumly);
- (3) he suggested that the progress of this project should be reported at the T&TC meetings. Besides, if the Working Group on Tsuen Wan Footbridge Network was tasked to follow up on this project, he would also actively participate in the discussion (Mr CHAN Yuen-sum, Sumly);
- (4) he agreed to task the Working Group on Tsuen Wan Footbridge Network to follow up on this project for in-depth discussion because the works were relatively complicated and relocation of the upward and downward access points of the MTR station might be required (the Hon CHAN Han-pan, Ben);
- (5) he enquired whether only underground investigations would be carried out at this stage pending confirmation of the alignment and engineering design (the Chairman);
- (6) he supported the construction of a one-way upward escalator at MTR Tai Wo Hau Station (Mr TAM Hoi-pong); and
- (7) he agreed that clarification should be made to the department concerned that the site of this project was located in the Tsuen Wan District, and this department should be requested to regularly report on the progress to the T&TC (Mr WONG Wai-kit).

62. Engr/Tsuen Wan 2 of the TD responded that the HyD had initiated the project in mid-2016, and was making arrangement for commencing the relevant underground investigations. After confirming the alignment and preliminary design, the HyD would proceed with district consultation work and funding application for commencement of works as soon as possible. The HyD would proceed with project planning and design work upon completion of underground investigations.

63. The Chairman said that as only preliminary underground investigations would be carried out at this stage, pending design details, it would be more appropriate to task the Working Group on Tsuen Wan Footbridge Network to conduct in-depth discussions and take regular follow-up actions. Members agreed to the arrangement.

XII Item 11: Request for Provision of an Express Route from Allway Gardens to Kwun Tong
(T&TC Paper No. 9/17-18)

64. The Chairman reported that Ms LAM Yuen-pun, Phyllis and Mr TSANG Tai had submitted this paper.

65. Ms LAM Yuen-pun, Phyllis and Mr TSANG Tai briefed Members on the paper.

66. Sr Transp Offr/Tsuen Wan of the TD responded that in considering the proposed introduction of a new bus route, the TD would take various factors into account, including the existing provision of public transport services, passenger demand, patronage of the new route, the burden on the existing traffic condition and resource utilisation, etc. Given the limited road and transport resources in Hong Kong, the TD had been encouraging members of the public to choose to use the existing public transport services such as bus-bus or bus-rail interchange arrangements for travelling, so as to better utilise resources and enhance the operational efficiency of public transport services. Currently, passengers might take Route No. 39M from Allway Gardens to Tai Chung Road and interchange for Route No. 40 or MTR trains to Kwun Tong. As public transport services had already been provided for passengers to/from the locations concerned, having regard to optimal use of resources, the TD had reservations about the introduction a new bus route. However, the TD had taken note of the views of Members and the public on the subject, and would give due consideration in formulating the bus route programme in the future.

67. Assistant Manager (Operations) of the KMB said that Members' aspirations would be reflected to the bus service division under the KMB, and the KMB would actively study the introduction of the express service with the TD.

(Note: Mr KOT Siu-yuen left the meeting at 5:30 p.m. Mr LAM Faat-kang and Mr CHAN Yuen-sum, Sumly left the meeting at 5:40 p.m.)

68. The views and enquiries of Members were summarised as follows:

- (1) it was highly probable that the existing residents' coach (RC) operators would cease operation of RC Route No. N312R and two RC Route Nos. NR317 and NR318 departing from Tsuen Wan Centre and Tsuen King Circuit respectively. Therefore, he again urged the TD to provide return trip bus service from Kowloon East and additional departures from the bus terminus at Tsuen King Garden to ease the flow of waiting passengers (the Hon TIEN Puk-sun, Michael);
- (2) he suggested that the KMB representative should reflect to her company that its subsidiaries operating the existing RC services should extend operation of the said routes for half a year and conduct a tender exercise concurrently, in order to facilitate smooth handover and provide uninterrupted RC services (the Hon TIEN Puk-sun, Michael);
- (3) local residents had a keen demand for RC services. However, the operator had ceased operation of Route No. NR317 departing from Tsuen Wan Centre. It was believed that the operator might also cease operation of Route No. NR318 departing from Tsuen King Circuit. As the bus company might not be able to provide transport services according to the

schedules of frequency of the existing RC services, if there was a new operator to take over the operation, he hoped that the TD would try its best to provide assistance, so that local residents could continue to enjoy RC services. In case there was no tender proposal from new contractors, he hoped that the KMB would also provide these services (Mr LI Hung-por);

- (4) as many residential developments were about to complete in the Tsuen Wan District, it was anticipated that the population growth would have a strong demand for bus services plying to Kowloon East. Therefore, he recommended the TD to introduce a regular 24-hour express route plying between Tsuen King Circuit and Kwun Tong, which could not only meet the needs of the additional population but also solve the problem of under-provision of RC services in Tsuen King Circuit. He also hoped that the TD could provide assistance to the new operator through expeditious issuance of RC licenses (Mr WONG Man-chau);
- (5) he enquired of the KMB whether temporary measures would be implemented to alleviate the problem of passenger queues if the RC operator ceased RC services for the three residential estates on 30 July 2017 without any new contractors taking over the operation (the Chairman); and
- (6) she hoped that the TD would undertake to allow the KMB to take temporary measures after the existing RC operator had ceased RC services for the three residential estates without any new contractors taking over the operation, and to introduce new regular bus services plying to East Kowloon (Ms LAM Yuen-pun, Phyllis).

(Note: Mr KOO Yeung-pong left the meeting at 5:45 p.m.)

69. Assistant Manager (Operations) of the KMB responded that if the RC operator ceased the RC services for the three residential estates on 30 July 2017 without new contractors taking over the operation, the KMB and the TD would explore the implementation of temporary measures, including the possible deployment of one or two buses for carrying passengers from these three estates to/from Tsuen Wan and East Kowloon.

70. Sr Transp Offr/Tsuen Wan of the TD responded that the TD had taken note of Members' views, and would refer to the Bus Development Division under the TD for following up.

(Note: The Hon TIEN Puk-sun, Michael and Mr LI Hung-por left the meeting at 5:50 p.m.)

71. The Chairman hoped that the TD could be aware of the fact that the residents in these three estates had a keen demand for RC services, and should negotiate with the operator concerned to address the hardship caused to the travelling public. The TD could report on the latest development at the T&TC meeting to be held on 3 July 2017 for following up.

XIII Item 12: Request the KMB to Provide the Bus Interchange Discount for Lei Muk Shue Estate, Cheung Shan Estate, Shek Wai Kok Estate and Fringe Rural Villages to Tsing Yi

(T&TC Paper No. 10/17-18)

72. The Chairman reported that Mr MAN Yu-ming, Mr CHAN Chun-chung, Jones and Mr FUNG Cheuk-sum had submitted this paper.

73. Mr FUNG Cheuk-sum, Mr CHAN Chun-chung, Jones and Mr MAN Yu-ming briefed Members on the paper.

74. Sr Transp Offr/Tsuen Wan of the TD responded that the Government had been encouraging public transport operators to wherever possible reduce their fares or offer concessions such as bus-bus interchange and sectional fare concessions, in order to reduce the public's transport expenses, having regard to their operations and socio-economic environment. The bus companies would also, having regard to the operating environment, financial positions and other relevant factors, determine the concessionary items and offer period. However, in the light of the spirit of free enterprise, the offer of fare concessions was a commercial decision of individual public transport operators. The TD had written to the KMB to encourage it to offer more fare concessions to passengers under the circumstance that it could ensure to maintain suitable and efficient public transport services.

75. Assistant Manager (Operations) of the KMB responded that the KMB would determine the fare concessions to be offered in the light of various factors such as district demand and resource allocation, with a view to achieving a win-win situation. The KMB noted Members' comments which would be taken as reference for bus service enhancement in the future.

76. The views and enquiries of Members were summarised as follows:

- (1) he pointed out that the KMB had already offered bus-bus interchange concessions to a number of districts after it was granted the new franchise, and opined that Members' aspirations were reasonable. He hoped that the KMB could extend the applicability of interchange concessions to Lei Muk Shue Estate, Cheung Shan Estate, Shek Wai Kok Estate as well as from villages in the periphery to the vicinity of Tsing Yi (the Hon CHAN Han-pan, Ben); and
- (2) he opined that if the KMB was unable to provide direct bus service to Tsing Yi, it should at least offer interchange concessions at the same stop, e.g. passengers boarding buses at Shek Wai Kok Estate, Cheung Shan Estate or Lei Muk Shue Estate heading to Tsing Yi only needed to top up the full fare difference after travelling to the town centre for interchange, so that more passengers would be attracted to use bus services (Mr WONG Wai-kit).

77. The Chairman hoped that the TD and the KMB could proactively address residents' aspirations, so as to achieve a win-win situation.

XIV Item 13: Request for Enhancement of Traffic Loading Capacity for Mei Wan Street

(T&TC Paper No. 11/17-18)

78. The Chairman reported that the Hon TIEN Puk-sun, Michael and Mr CHENG Chit-pun had submitted this paper.

(Note: The Hon CHAN Han-pan, Ben and Mr TAM Hoi-pong left the meeting at 6:15 p.m.)

79. Mr CHENG Chit-pun briefed Members on the paper.

80. Engr/Tsuen Wan 1 of the TD responded that the TD had all along concerned about the traffic conditions at Mei Wan Street. The traffic flow on this road section was normal, but traffic congestion had arisen from loading/unloading activities, illegal parking of vehicles and queuing for entering the car park of Discovery Park during holidays. The TD had proposed the implementation of a number of traffic improvement measures, including widening of lay-bys, relocation of taxi stand, reprovisioning of the existing lanes, introduction of a 24-hour restricted zone at a road section between Mei Wan Street and Tsuen King Circuit, as well as addition of double white lines to avoid vehicles making a turn. The TD was liaising with the FSD and the Buildings Department (BD) on the use of an access between Discovery Park and CDW Building for providing more space to divert the queue towards the car park of Discovery Park. Moreover, upon discussion between the TD and the management office of D • Park, the management office of D • Park had implemented a number of improvement measures during holidays on a trial basis since end of 2016, including relocation of the boom gate of the car park inside the shopping centre away from Mei Wan Street. The TD's observations over the past six months revealed that the problem of traffic congestion at Mei Wan Street during holidays had seen significant improvements. As regards the proposed road widening works at Mei Wan Street, there was insufficient road space for implementing the project owing to the constraints of the pillars of the footbridge at Discovery Park and the private land nearby.

81. Mr CHENG Chit-pun enquired of the FSD and the BD whether they had replied to the enquiries from the TD.

82. Engr/Tsuen Wan 1 of the TD responded that the above departments had yet to give their responses, and the TD would inform Members of their replies upon receipt.

83. The Chairman hoped that the TD could closely monitor the traffic conditions at Mei Wan Street and expeditiously implement the improvement measures to ease the traffic congestion.

XV Item 14: Request for Repair for Shek Tsai Wan Pier in Ma Wan
(T&TC Paper No. 12/17-18)

84. The Chairman said that Mr CHAN Sung-ip had submitted this paper and welcomed the representatives of the CEDD and the Home Affairs Department (HAD) to this meeting:

- (1) Mr CHEUNG Wing-hong, Senior Engineer/Projects 2 (Sr Engr/Projects 2) of the CEDD;
- (2) Mr CHAN Hing-yin, Engineer/Projects 2A (Engr/Projects 2A) of the CEDD; and
- (3) Mr AU Ying-kit, Paul, Senior Engineer (Works) (2) (Sr Engr (Works) (2)) of the HAD.

Besides, the CEDD had also given its written reply which had been circulated to Members on 4 May 2017 for perusal.

85. Mr CHAN Sung-ip briefed Members on the paper.

86. Sr Engr/Projects 2 of the CEDD responded that Shek Tsai Wan Pier (“the Pier”) in Ma Wan had not been built and maintained by the Government. As the Pier had been built long time ago, it was difficult to find out which party had constructed this facility. The Pier was one of the important access points of the fishermen in Ma Wan. As the front part of the Pier had collapsed, it had been enclosed by wire fencing. Currently, fishermen had primarily accessed the Pier from both sides. In recent years, the CEDD had received requests for maintenance of the Pier from TWDC Members and local stakeholders. Sr Engr/Projects 2 of the CEDD briefed Members on the Pier Improvement Programme (the “PIP”) announced by the Government in the 2017 Policy Address, including the background, consideration factors and funding arrangement, as well as the steps taken to improve a number of public piers (including the Pier) under the PIP. The CEDD called on Members’ support for the technical feasibility study for improving the Pier and funding approval sought from the Legislative Council (LegCo) for implementing the PIP.

87. The views and enquiries of Members were summarised as follows:

- (1) local fishermen had relied on the Pier for operation. A collapsed pier would pose safety risk to these fishermen and other members of the public. In this connection, he had issued a letter to the CEDD requesting for carrying out refurbishment works at Shek Tsai Wan and its associated pier facility as early as possible. He supported the PIP, and hoped that the CEDD could make application to the LegCo for funding offered on a “dedicated-funds-for-dedicated-uses” basis, in a bid to expedite commencement of the improvement works for the Pier (the Hon CHAN Han-pan, Ben);
- (2) he suggested that the T&TC should write to the LegCo Public Works Subcommittee (PWSC) requesting it to accord priority to the funding application for this programme (the Hon CHAN Han-pan, Ben);
- (3) he supported the PIP, and hoped that the CEDD could implement it as soon as possible for benefiting local residents and fishermen. He requested the

CEDD to later on submit design drawings of the improvement works for Members' reference (Mr TAM Hoi-pong);

- (4) he supported the government departments to consider implementing restoration works for the Pier, and hoped that this project could be implemented as soon as possible to improve the conditions of the Pier (Mr WONG Wai-kit); and
- (5) he hoped that the CEDD could implement the related works as soon as practicable, so as to facilitate the conduct of rescue and treatment operations during emergency (Mr MAN Yu-ming).

88. Sr Engr/Projects 2 of the CEDD responded that the CEDD noted Members' comments, and would take forward the PIP in accordance with the established procedures, with a view to improving the conditions of the Pier.

89. The Chairman concluded that Members supported this programme, and requested the CEDD to expeditiously commence improvement works for the Pier. After discussion, the T&TC would write to the LegCo PWSC and the Development Bureau (DEVB) to urge them to accord consideration to funding applications of the PIP.

(Post-meeting note: On 29 May 2017, the Secretariat had written to urge the LegCo PWSC and the DEVB to accord priority consideration to funding applications of the PIP.)

XVI Item 15: 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 19 April 2017)
(T&TC Paper No. 13/17-18)

90. District Engineer/Tsuen Wan (Dist Engr/Tsuen Wan) of the HyD briefed Members on the paper.

91. Mr NG Hin-lung, Norris enquired of the HyD whether the implementation of project no. NE/17/00461-77 would be advanced earlier, and said that he had yet to receive the related project drawings via email.

(Post-meeting note: The Secretariat had already forwarded the related project drawings to Members via email on 26 April 2017, and re-sent the same email to Member concerned after the meeting on 8 May 2017.)

92. Dist Engr/Tsuen Wan of the HyD responded that the HyD had just received the WRF from the TD regarding Project No. NE/17/00461-77, and was making preparation for its advance works, including application for excavation permit, formulation of temporary traffic arrangements for implementing this project for approval by the relevant department and investigations to confirm as to whether relocation of buried utilities would be required prior to works implementation given that the works might be obstructed by these buried utilities. Since improvement to

the entire junction would be involved in the works concerned, the related temporary traffic measures were very complicated. In addition, the HyD had been following up on a large number of minor works projects. In this connection, it was anticipated that this project could only commence in the third quarter of 2018. The commencement date of works would be revised by the HyD subject to the progress of advance works in the preparatory stage and the actual situation.

93. Engr/Tsuen Wan 1 of the TD responded that as the WRF on the provision of a 24-hour restricted zone at Yi Hong Street and Wing Shun Street had been issued in late April 2017, it had not been included in the aforesaid progress report. The HyD would submit the related works schedule in due course.

XVII Item 16: Application for District Council Funds as regards Activities Co-organised by the Working Group on Road Safety Education and Promotion and District Organisations

(T&TC Paper No. 14/17-18)

94. The Secretary introduced the paper, and read out the list of Members who were also members of the Working Group on Road Safety Education and Promotion to indicate that they had declared their interests as members thereto. The membership list was set out at Annex I.

95. The Chairman and the Vice Chairman declared that they were committee members of the Tsuen Wan Safe and Healthy Community Steering Committee. As the Chairman and the Vice Chairman had declared their interests, Members agreed that Mr WONG Wai-kit would take over the chair of the meeting for this item. The Acting Chairman enquired Members whether they had any other declarable interests, and no Member had declared other interests. The Acting Chairman decided that Members having declared as members of the Working Group could participate in discussion and voting, but those having declared other interests could not participate in discussion and voting, but could stay in the meeting as observers.

96. The T&TC endorsed three funding applications as follows:

<u>Project Title</u>	<u>Applicant/Co-organiser</u>	<u>Amount Approved (\$)</u>
(1) Model Pedestrians Commendation Day in Tsuen Wan District	Hong Kong Lutheran Social Service Jockey Club Riviera Gardens Lutheran Integrated Service Centre	22,575.00
(2) Seminars on Road Safety in Tsuen Wan District for the Elderly	Tsuen Wan Safe and Healthy Community Steering Committee	17,850.00
(3) Tsuen Wan District Road Safety Carnival	Hong Kong Lutheran Social Service Jockey Club Riviera Gardens Lutheran Integrated Service Centre	212,575.00

XVIII Item 17: Progress Reports of Working Groups under the Traffic and Transport Committee

(A) Working Group on Tsuen Wan Footbridge Network

97. The Secretary reported that according to the information provided by the HyD in late April 2017, the HyD had reported the latest progress of various footbridges in a timely manner after making a report on the current status of various footbridges at the T&TC meeting on 6 March 2017. Upon completion of the works of Footbridge A, it had been fully open for public use. Apart from conducting regular inspections and maintenance, the HyD had persistently conducted improvement works for this pedestrian footbridge over the past few years, including provision of cat ladders, rubber plates and wire fencing, etc. for improving the routine operation of this facility. As regards Footbridges B and C, the HyD, having regard to the latest development, obtained details of the existing and planned buried utilities from various public utilities, in order to scrutinise their impact on the alignment design. The HyD had also completed the preliminary technical feasibility assessment of various options. The advance works for Footbridge D had already commenced in September 2016, which mainly included relocation of the existing underground cable by the CLP Power Hong Kong Limited (CLP), and good progress had been made. The preliminary relocation works had also been completed. To cope with the anticipated increase in pedestrian flow in the area during the Easter holidays, the CLP had completed the reinstatement of the road surface. The remaining relocation works as well as the works of foundation and bridge deck of the footbridge would commence successively.

(B) Task Force on Public Transport Network

98. Mr CHENG Chit-pun reported that the Task Force had held its 9th meeting on 26 April 2017 to continue to follow up on the following seven items, including: Request the TD to identify suitable sites for provision of motorcycle parking spaces in the Tsuen Wan District as soon as possible to meet the demand of local residents in need; Strongly request the Police and the TD to take immediate action against the existing traffic congestion at Luen Yan Street strictly and seriously in order to address the problem of disruption to public bus services and improve the traffic flow in the area; Strongly request the TD to urge various public transport operators to submit their proposed adjustments to schedules of frequency in order to cope with the unforeseeable circumstance of an influx of people; Request for strengthening enforcement action against illegal parking at the residents' coach stands off Sai Lau Kok Multi-storey Carpark Building and identifying improvement measures; Strongly request the TD to promptly explore the feasibility of carrying out road widening and improvement works at relevant road sections of Wing Tak Street and proposed provision of taxi lay-bys to facilitate the access of visitors and residents to/from City Point, as well as requesting the Hong Kong Police Force to strengthen law enforcement actions at Wing Tak Street and Wing Shun Street to avoid aggravating traffic conditions and to ensure smooth traffic flow at the Tsuen Wan waterfront; Strongly request the TD and the HyD to promptly provide details of traffic-related projects in the vicinity of the industrial area at Wang Lung Street for information and

discussion; and the Bus Route Planning Programme 2016-2017 for Tsuen Wan District. Moreover, the 10th meeting of the Task Force had been scheduled for 1 June 2017.

(C) Working Group on Road Safety Education and Promotion

99. The Vice Chairman reported that the Working Group had held its meetings on 3 and 25 April 2017 respectively for discussing its various activities organised this year. Members endorsed the arrangements and budgets of three activities jointly organised with local organisations, including: (1) “Seminars on Road Safety in Tsuen Wan District for the Elderly” co-organised with the Tsuen Wan Safe and Healthy Community Steering Committee, under which there seminars would be held in three community halls in the Tsuen Wan District between October and November 2017, with an estimated expenditure of \$17,850; (2) “Model Pedestrians Commendation Day in Tsuen Wan District” co-organised with Hong Kong Lutheran Social Service Jockey Club Riviera Gardens Lutheran Integrated Service Centre, under which three commendation days would be held at nine major traffic points in the Tsuen Wan District in November 2017, with an estimated expenditure of \$22,575; and (3) “Tsuen Wan District Road Safety Carnival” co-organised with Hong Kong Lutheran Social Service Jockey Club Riviera Gardens Lutheran Integrated Service Centre to be held on 12 November 2017, with an estimated expenditure of \$212,575. Members unanimously endorsed the above funding applications.

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

100. The Chairman reported that the Ad-hoc Working Group had written to all T&TC Members on 7 March 2017, inviting them to rate the four proposed pedestrian links, and a total of 25 completed score sheets had been received. The results were as follows: the first priority was the pedestrian link from Tsuen Wan West Station to Hoi On Road, with a total score of 76 points; the second priority was the pedestrian link from the bus terminus opposite to Shek Kuk House, Shek Wai Kok Estate, to the subway entrance in Shek Wai Kok Estate, with a total score of 75 points; the third priority was the pedestrian link from Shek Ho House, Shek Wai Kok Estate, to MTR Tai Wo Hau Station, with a total score of 61 points; and the fourth priority was the pedestrian link from Tsuen Wan West Station to the front of Citywalk 2, with a total score of 38 points. Members, the TD and the HyD had been informed of the results on 30 March 2017 to facilitate follow-up actions.

XIX Item 18: Any Other Business

101. The views of Members were summarised as follows:

- (1) a red private car had parked on a footpath at Sham Tseng Arch on the morning of 26 April 2017, causing obstruction to passengers waiting at the bus stop. Although the Police had deployed police officers to issue a summon at the spot, he suggested that the Police should remove any illegally-parked vehicles as soon as possible to avoid affecting other users (Mr NG Hin-lung, Norris); and
- (2) he said that illegal parking was serious outside Sham Tseng Arch. To tackle the problem of illegal parking at the location concerned, he hoped

that the Police could step up law enforcement, and jointly review the planning of parking spaces with the TD and the HyD (Mr CHENG Chit-pun).

102. The Chairman invited the representatives of the Police, the TD and the HyD to take note of these problems and jointly follow up with Members after the meeting, in order to step up actions against the problem of illegal parking.

103. Members noted the following information paper:

- (1) Financial Statement of Traffic and Transport Committee 2016-17
(T&TC Paper No. 15/17-18).

104. The Chairman reminded Members that the next meeting would be held at 2:30 p.m. on 3 July 2017 (Monday), and the paper submission deadline was 16 June 2017.

XX Adjournment of Meeting

105. There being no other business, the meeting was adjourned at 6:43 p.m.

Tsuen Wan District Council Secretariat
June 2017

Working Group on Road Safety Education and Promotion

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