

(Translation)

Minutes of the 10th Meeting of Traffic and Transport Committee (2/21-22)

Date: 21 June 2021

Time: 2:30 p.m.

Venue: Main Conference Room, Tsuen Wan District Office

Present:

Mr CHIU Yan-loy (Chairman)

Mr YICK Shing-chung, Angus (Vice Chairman)

Mr NG Hin-lung, Norris

Mr LI Hung-por

Mr LAM Sek-tim

Ms CHAN Kim-kam

Mr LUK Ling-chung, Antonio

Mr WONG Ka-wa

Mr KOT Siu-yuen, MH

Mr LAU Chi-hung

Mr LAU Cheuk-yu

Mr PUN Long-chung, Roy

Mr LAU Jackson

Mr LAI Man-fai

Mr TSE Man-chak

Government Representatives

Mr LAI Yik-wing, Wesley	Assistant District Officer (Tsuen Wan), Tsuen Wan District Office
Miss LEE Yan-lam	District Operations Officer (Tsuen Wan) (Acting), Hong Kong Police Force
Mr KWAN Lam	Assistant District Operations Officer (Tsuen Wan), Hong Kong Police Force
Mr WONG Pui-kai	Officer-in-Charge, District Traffic Team (Tsuen Wan), Hong Kong Police Force
Mr LAU Wing-hang, Will	Senior Transport Officer/Tsuen Wan, Transport Department
Mr CHU Ching-yu, Alex	Engineer/Tsuen Wan 1, Transport Department
Mr CHO Wing-hin, Issac	Engineer/Tsuen Wan 2, Transport Department

Mr LEE Huen-yiu	District Engineer/Tsuen Wan, Highways Department
Miss LEUNG Ming-sze, Ashley	Executive Officer (Development), Tsuen Wan District Office

Tsuen Wan District Council Secretariat Representatives

Miss LAM Siu-yung, Daisy	Senior Executive Officer (District Council), Tsuen Wan District Office
Mr YIM Hong-yue, Owen	Executive Officer (District Council) 3, Tsuen Wan District Office
Mr NG Cheuk-pong, James (Secretary)	Executive Officer (District Council) 4, Tsuen Wan District Office

Attendance by Invitation:

For discussion of item 3

Ms FUNG Shuk-yan	Senior Engineer 1/Universal Accessibility, Highways Department
Mr WONG Ka-ming	Engineer 14/Universal Accessibility, Highways Department
Mr CHAN Chun-hing	Project Engineer, WSP (Asia) Limited

Absent:

Mr MAN Yu-ming, MH

The Meeting

I Opening Remarks and Introduction

The Chairman welcomed the Members and representatives from the government departments to the 10th meeting of the Traffic and Transport Committee (T&TC) and introduced:

- (1) Mr CHU Ching-yu, Alex who attended the meeting for the first time and replaced Mr CHOW Kai-hang, Daniel to assume the post of Engineer/Tsuen Wan 1 (E/TW1) of the Transport Department (TD);
- (2) Mr CHO Wing-hin, Issac who attended the meeting for the first time and replaced Mr CHEUNG Kim-hung, Michael to assume the post of Engineer/Tsuen Wan 2 (E/TW2) of the TD; and

- (3) Miss LEE Yan-lam, District Operations Officer (Tsuen Wan) (Acting) (DOO(TW) (Atg.)) of the Hong Kong Police Force (HKPF), who attended the meeting on behalf of Mr FUNG Chun-pang, Alex.

2. The Chairman stated that according to section 28 of the Tsuen Wan District Council Standing Orders (the “Standing Orders”), unless otherwise specified, Members who submitted a paper might have up to 1.5 minutes to introduce the paper and 1 minute to make supplementary remarks once for each agenda item. Other Members might speak once for up to 1 minute. The representatives of the departments might have up to 3 minutes to give responses.

II Item 1: Confirmation of Minutes of the 9th Meeting held on 19.4.2021

3. The Chairman stated that the Secretariat did not receive any proposed amendments before the meeting. The captioned minutes were confirmed without amendment.

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

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

IV Item 3: Universal Accessibility Programme (UAP) Special Scheme
(T&TC Paper No. 10/21-22)

5. The Chairman stated that the Highways Department (HyD) submitted the paper to brief Members on the Universal Accessibility Programme (UAP) Special Scheme. The representatives from the department attending the meeting were:

- (1) Ms FUNG Shuk-yan, Senior Engineer 1/Universal Accessibility (SE1/UA), HyD;
- (2) Mr WONG Ka-ming, Engineer 14/Universal Accessibility, HyD; and
- (3) Mr CHAN Chun-hing, Project Engineer, WSP (Asia) Limited (WSP).

6. The Chairman stated that for this item, each Member might speak up to 1.5 minutes once. The representatives of the department might speak up to 5 minutes to introduce the paper and had a total of 8 minutes to give responses.

7. SE1/UA of the HyD and Project Engineer of the WSP introduced the paper.

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

- (1) all along, residents of Shek Wai Kok had to walk up a long ramp to go home and great inconvenience was caused to many elderly residents of this public

rental housing estate. He was pleased to note that the HyD had preliminarily confirmed the construction of one of the lifts endorsed at a T&TC meeting and that only two trees would be affected by the works. He hoped that the HyD would complete the works as soon as possible so that residents could enter Shek To House or Shek Ho House through Texaco Road North and also ensure that no more trees would be affected by the works (Mr LAI Man-fai);

- (2) he was glad to learn that this project was more promptly arranged than the previous ones. He hoped that the HyD would complete the works soon and consider transplanting the affected trees. He proposed relocating the at-grade exit/entrance of the lift to the covered walkway towards the school so that pedestrians could be sheltered from the rain. He also pointed out that the carriageway connecting to the upper exit/entrance of the lift was an open-air road section. So, he enquired about the possibility of extending the canopy or constructing a rain shelter with the funding of the minor environmental improvement programme (Mr WONG Ka-wa); and
- (3) he was pleased to note that the project was more promptly arranged than the previous ones and the HyD had proposed a preliminary design for the project within four months after consulting Members. Members supported the project, but they were concerned about the lack of a rain shelter at the walkway. He therefore enquired whether the HyD could include the construction of a roof cover at the walkway in the project (the Chairman).

(Note: Mr LAU Cheuk-yu and Mr TSE Man-chak joined the meeting at 2:40 p.m.)

9. SE1/UA of the HyD responded as follows:

- (1) adequate space should be reserved at the exits/entrances of the lift for waiting pedestrians. Having said that, the HyD would study the feasibility of the Member's proposal for relocating the exit/entrance to the walkway towards the school;
- (2) the HyD would study the Member's proposal for extending the canopy on Texaco Road Flyover; and
- (3) the UAP was aimed at retrofitting lifts at public walkways currently devoid of barrier-free access facilities. As the construction of a roof cover for the walkway fell beyond the scope of the UAP, the HyD should further discuss the proposal with the departments concerned.

10. The Chairman hoped that the HyD would expeditiously conduct a district consultation and report to the T&TC after the finalisation of the detailed design proposal and works schedule. He also stated that Members endorsed the proposed retrofitting of a lift at Walkway No. NS18.

11. The Chairman stated that as the next agenda item was raised by him, he asked the Vice Chairman to take over the chair temporarily.

V Item 4: Request for a New Green Minibus Route between Allway Gardens and MTR Tsuen Wan West Station
(T&TC Paper No. 11/21-22)

12. The Acting Chairman stated that Mr CHIU Yan-loy submitted the paper. The representative of the TD responsible for giving responses was Mr LAU Wing-hang, Will, Senior Transport Officer/Tsuen Wan (STO/TW). Besides, the written reply of the TD was tabled at the meeting.

13. Mr CHIU Yan-loy introduced the paper.

14. STO/TW of the TD responded as follows:

- (1) bus route no. 39A of the Kowloon Motor Bus Company (1933) Limited (KMB) was currently a route that offered direct bus service plying between Allway Gardens and Tsuen Wan West Station. Bus route no. 39A had a number of en-route stops in Tsuen Wan town centre. Hence, having considered the operation of this bus route, the TD had raised a re-routing proposal during the formulation of the Bus Route Planning Programme earlier with a view to enhancing the operating efficiency. The TD would also take into account Members' views;
- (2) when examining the service arrangements of public transport, the TD would take the passenger demand into consideration and coordinate different transport modes in order to avoid the need for adjustments, service frequency reductions or even cancellation of the existing services due to the changes in other services as far as possible; and
- (3) the TD would discuss the service arrangements with the bus company and green minibus (GMB) operator according to the established criteria, thereby meeting the demand of the residents of Allway Gardens for transport services to Tsuen Wan West Station.

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

- (1) he supported the introduction of the proposed GMB service because Tsuen Wan West Station was a major transport hub among the residents of Tsuen King

Circuit and Allway Gardens. At present, most passengers of bus route no. 39A did not travel to Tsuen Wan West Station but other destinations including a hospital. Hence, he believed that the sources of passengers of bus route no. 39A and the proposed GMB service would not overlap. In case the TD was worried about low ridership, he suggested providing the new GMB service during peak hours on a trial basis first in order to bring convenience to the residents commuting to and from work. If the TD expected to meet the residents' demand for transport services to Tsuen Wan West Station by the provision of bus route no. 39A, the department should make concrete improvements to the routing design of this bus route (Mr LI Hung-por);

- (2) he enquired whether the Green Minibus Operators Selection Exercise (the "Selection Exercise") mentioned in the TD's written reply was conducted on a district-by-district basis; when the Selection Exercise would be conducted each year; and whether the Selection Exercise of this year had already been conducted (Mr LUK Ling-chung, Antonio);
- (3) he understood that the TD would have different considerations for the transport services in different districts. Yet, he held that the cooperation between bus companies and GMB operators could bring benefits to residents. GMB services were better than bus services in terms of flexibility. The service frequencies of GMB could be enhanced in response to residents' demand. He pointed out that GMB operators would consider the issues of revenue and cost on their own. So, he hoped that the TD would allow the interested GMB operator to operate the auxiliary route on a trial basis to complement the inadequacy of the existing public transport services (Mr WONG Ka-wa);
- (4) he pointed out that the residents longed for the introduction of the proposed GMB route which could save their time on commuting to and from work. Even if passengers could tolerate the long journey time of bus route no. 39A (as long as 25 minutes), the KMB should still increase the service frequency. On the contrary, given a smaller carrying capacity of the GMB, the GMB service could be flexibly adjusted according to the passenger demand. He opined that the TD should cater for the needs of the residents and passengers rather than protecting the interests of the bus company. Hence, it should allow the interested GMB operator to operate the auxiliary route on a trial basis with a view to providing other options for the passengers. If the operator was unable to profit from this GMB route, such GMB service would be eliminated from the market eventually (Mr CHIU Yan-loy); and
- (5) the relationship between different public transport modes should be complementary, rather than antagonistic. Given its flexibility, a GMB service

could serve rural areas with relatively low ridership or provide additional departures during peak hours. In his opinion, the TD should not refuse to consider any service adjustment on the ground that such an adjustment might lead to the reduction of frequencies of the existing services (the Acting Chairman).

16. STO/TW of the TD responded as follows:

- (1) with the continuous development of Tsuen Wan West, there were changes in the passenger demand for public transport. The TD would continue to discuss the service arrangements with the bus company and GMB operator concerned in order to bring convenience to the residents;
- (2) the TD would conduct the Selection Exercise every year. It was open to GMB operators to bid for different route packages in the territory with a view to introducing new GMB services;
- (3) the operators of the existing GMB services could apply to the TD for adjustments or modifications to the respective service arrangements. The TD would consider the applications from the perspective of the overall public transport network and examine such applications according to the established procedures; and
- (4) the TD would provide the information on the implementation schedule of this year's Selection Exercise after the meeting.

(Post-meeting note: The TD planned to gazette this year's Selection Exercise in the fourth quarter of 2021 to invite applications from interested parties.)

VI Item 5: Suggestion for a New Bus Route between Tsuen Wan and Kowloon City
(T&TC Paper No. 12/21-22)

17. The Chairman stated that Mr LUK Ling-chung, Antonio submitted the paper. The representative of the TD responsible for giving responses was Mr LAU Wing-hang, Will, STO/TW. Besides, the written reply of the TD was tabled at the meeting.

18. Mr LUK Ling-chung, Antonio introduced the paper.

19. STO/TW of the TD responded as follows:

- (1) after the commissioning of the Tuen Ma Line (TML) in the following week, residents of Tsuen Wan could travel to Kowloon City by taking the TML and walk to areas around Nga Tsin Long Road via pedestrian walkways after alighting at Sung Wong Toi Station; and

- (2) the TD always encouraged the public to make use of the railway service. As for the necessity of introducing a new bus service, the TD would continue to review the passenger demand after the ridership of the TML had stabilised.

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

- (1) the TD suggested in its reply that passengers travelling to Kowloon City from Tsuen Wan could first take KMB route no. 40 and then change for KMB route no. 6D at MTR Kowloon Bay Station. Following the suggestion, he had taken bus route no. 40 at Chung On Street and alighted at Kowloon Bay Station. However, there was no en-route stop of bus route no. 6D at Kowloon Bay Station. In order to take bus route no. 6D, he had taken a five-minute walk to the en-route stop at Amoy Gardens across the carriageway. If the waiting time was also included, it took more than one hour to travel from Tsuen Wan to Fuk Lo Tsun Road. He understood that it was controversial to put forth a proposal for introducing a new bus route when the commissioning date of the TML was approaching. Yet, many people preferred travelling by bus to taking the MTR because they considered that bus journeys were more comfortable and there was no need to take escalators. He was pleased to note that the TD had an open attitude to the suggestion. He hoped that the TD would conduct a survey to review the passenger demand and put forth routing design proposals (Mr LUK Ling-chung, Antonio);
- (2) he pointed out that Kowloon City was home to unique Thai delicacies. Local residents were attracted to travel to this district and dine at the Thai restaurants. The existing bus routes travelling from Tsuen Wan to Kowloon City were rather circuitous. Also, no whole-day minibus service was provided for the time being. He hoped that the TD would consider the needs of different people and introduce a direct bus service plying between Tsuen Wan and Kowloon City (Mr WONG Ka-wa);
- (3) with the continuous development of the town planning projects such as the Kai Tak Development and the Energizing Kowloon East initiative, many residents of Tsuen Wan district and Sham Tseng longed for the introduction of direct bus services travelling to Kowloon City and Kowloon East. He hoped that the TD would consider the transport needs of the public from a macro perspective (Mr LAU Chi-hung);
- (4) bus route no. 40 used to route through Prince Edward Road. Passengers from Tsuen Wan could take this bus route to travel to the former Kai Tak Airport at that time. He pointed out the roundabout route of the existing minibus service, which travelled via Diamond Hill, Wong Tai Sin and Lok Fu before reaching

Kowloon City. The TML was also very circuitous and failed to facilitate the residents' mobility. Hence, it was necessary to introduce a bus service bound for Kowloon City (Mr LAI Man-fai);

- (5) he believed that the original intent of re-routing bus route no. 40 away from Kowloon City was to facilitate the introduction of an express bus service plying between Tsuen Wan and Kowloon East. However, the TD should not ignore the passenger demand for a bus service plying between Tsuen Wan and Kowloon City. He also pointed out that the route suggested by the TD was incorrect. The correct route should be as follows: passengers should take bus route no. 40 and change at MTR Mei Foo Station for bus route no. 6D travelling to Kowloon City or at MTR Kowloon Bay Station for bus route no. 5M travelling to Kai Tak (Mr NG Hin-lung, Norris);
- (6) he supported the introduction of the proposed bus route. Tsuen Wan West Station of the TML was some distance from Tsuen Wan town centre. People living in the town centre had to either walk to or take vehicles to Tsuen Wan West Station, which was very inconvenient. Besides, the proposed bus route could continue to carry passengers to areas around Kowloon City, Ho Man Tin, To Kwa Wan and Hung Hom in case of MTR service breakdowns. He suggested that the new bus route should travel via Tsuen Wan town centre before heading to To Kwa Wan, Kowloon City and Ma Tau Wai. He believed that this bus route would be well received by passengers (Mr LAM Sek-tim);
- (7) in his opinion, the TML could not effectively serve people living far away from Tsuen Wan West Station. Besides, Sung Wong Toi Station was situated on the fringe of Kowloon City. It was at a distance away from the town centre. The public thus had to spend a longer time walking to the town centre from the station. He hoped that the TD would give comprehensive consideration instead of confining itself to adopting one single mode of transport when studying the traffic condition. The TD should also take approaches such as providing additional interchange discounts in order to meet the residents' demand. Moreover, he considered the TD's proposed route impractical and was discontented with it (the Vice Chairman); and
- (8) since there was no direct bus service travelling to Kowloon City from Tsuen Wan at present, local residents mainly relied on a red minibus route to reach areas around Kowloon City. Also, the pedestrian subway between Sung Wong Toi Station and Nga Tsin Long Road was quite long. It was rather inconvenient. Besides, buses were more wheelchair-friendly than minibuses and MTR trains. In view of the planning and development of Kowloon City district and Kai Tak, he hoped that the TD and the departments concerned would review the

feasibility of introducing a bus route plying between Tsuen Wan and Kowloon City (the Chairman).

21. STO/TW of the TD responded that Sung Wong Toi Station was located close to Prince Edward Road East and Regal Oriental Hotel which used to fall on the routing of bus route no. 40 before re-routing. Also, a pedestrian subway leading to the vicinity of Nga Tsin Long Road was readily available. The TD would review the overall arrangements of transport services and the necessity of introducing a new bus service according to the passenger demand after the commissioning of the TML.

VII Item 6: Strong Request for Prompt Introduction of a Bus Service between Lei Muk Shue Estate and the Airport
(T&TC Paper No. 13/21-22)

22. The Chairman stated that Mr WONG Ka-wa submitted the paper. The representative of the TD responsible for giving responses was Mr LAU Wing-hang, Will, STO/TW. Besides, the written reply of the TD was tabled at the meeting.

23. Mr WONG Ka-wa introduced the paper.

24. STO/TW of the TD responded that the epidemic had resulted in a significant change in the overall passenger demand for airport bus routes. The TD would closely monitor the situation and expeditiously implement the relevant arrangements with the bus operator concerned with a view to facilitating the travelling of the general public.

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

- (1) many residents working at the airport had enquired of him whether there were any public transport services to the airport which were cheap and fast. The residents of Tsuen Wan town centre who did not prefer expensive modes of transport to the airport would have to walk a long way before boarding other means of public transport. As Lei Muk Shue was far away from the town centre, the residents from this area often had to interchange before reaching their final destinations. They were more poorly served by public transport than the residents living in other areas of Tsuen Wan. Therefore, an airport bus service was essential to them. Based on the population of Lei Muk Shue Estate, he presumed that the introduction of an airport bus route would be profitable and the bus operator would not suffer from losses (Mr LAM Sek-tim);
- (2) some residents had told him the problems in relation to a morning departure of bus route no. A31 of the Long Win Bus Company Limited (LW) from Mondays

to Fridays. A morning departure of bus route no. A31 was scheduled for 6:20 a.m. It would usually reach the en-route stop at Ma Tau Pa Road at 6:40 a.m. and arrive at the airport at 7:10 a.m. As normal operation of the airport had gradually resumed, the number of passengers taking bus route no. A31 had been on the increase. Mostly, empty seats were no longer available to passengers boarding at the en-route stop at Ma Tau Pa Road. The arrival time at various en-route stops was delayed as well. Worst of all, the bus could not arrive at the airport until 7:20 a.m. The situation was undesirable. He hoped that the service frequency of bus route no. A31 could be strengthened to a 20-minute headway in the morning (Mr LUK Ling-chung, Antonio);

- (3) he opined that when formulating transport policies, the TD should take into account the actual needs of residents in addition to the external factors such as the situation of the epidemic and the number of tourists. Many residents of Tsuen Wan district worked at the airport, but the frequency of airport bus services was often reduced. He did not wish to see that some residents lost their jobs due to being late for work (the Vice Chairman);
- (4) with the gradual resumption of international flights, one plane would fly over Tsuen Wan every three minutes or so. He hoped that the TD would speed up in adjusting the arrangements of transport services. He also requested the introduction of LW route no. A30 in the third quarter of 2021 to serve Lei Muk Shue and the mountainous areas of Kwai Chung (Mr WONG Ka-wa); and
- (5) as the TD had already confirmed the introduction of bus route no. A30, KMB route no. N934 and some other bus routes back in 2019, he hoped that these bus routes would come into operation as soon as possible (the Chairman).

26. STO/TW of the TD responded that the TD did not have the exact date when the service of bus route no. A30 would commence for the time being. The TD would endeavour to follow it up with the bus operator concerned.

(Note: Mr KOT Siu-yuen left the meeting at 3:23 p.m.)

VIII Item 7: Concern about Police Enforcement against Cycling Enthusiasts Riding Their Bicycles on Public Roads

(T&TC Paper No. 14/21-22)

27. The Chairman stated that the Vice Chairman submitted the paper. The representatives of the departments responsible for giving responses were:

- (1) Miss LEE Yan-lam, DOO(TW) (Atg.), HKPF; and
- (2) Mr CHO Wing-hin, Issac, E/TW2, TD.

28. The Vice Chairman introduced the paper.
29. DOO(TW) (Atg.) of the HKPF responded as follows:
- (1) the term “reckless cycling” was not defined in the Road Traffic Ordinance (Cap. 374). Generally speaking, a cyclist might commit the offence of reckless cycling if he/she rode a bicycle in a way endangering the safety of others or causing damage to property, such as red light violation and cycling in the wrong direction;
 - (2) pursuant to section 46 of Cap. 374, a person committed the offence of careless cycling if he/she used or rode a bicycle on a road without due care and attention or without reasonable consideration for other persons using the road, such as cutting lane without paying due attention to vehicles behind or giving suitable signals. Heavier penalties were imposed on reckless cycling because this offence was more serious than careless cycling;
 - (3) according to the Road Users’ Code, cyclists should keep left in single file. A bicycle was also regarded as a vehicle. Hence, a cyclist riding in the middle of a road without severely affecting the traffic did not violate any regulations. Nevertheless, if a cyclist acted in a way causing a serious traffic impact, the HKPF would investigate whether such behaviour constituted the offence of reckless cycling or careless cycling;
 - (4) the current legislation did not provide a definition of “a proper distance between two moving vehicles”. The HKPF would adopt the “two-second” rule when taking law enforcement actions, i.e. a vehicle should keep a two-second time gap from the vehicle in front (about four to five metres in distance); and
 - (5) the HKPF was very concerned about this incident. The police officer in question had been reassigned from traffic duties to back-office duties and was currently under investigation.
30. E/TW2 of the TD responded as follows:
- (1) for the time being, the TD had not made reference to laws of other countries such as Australia in stipulating a distance which should be kept by a vehicle when overtaking a bicycle; and
 - (2) both cyclists and drivers had the right to use roads. The Road Safety Council recommended that all drivers should give cyclists sufficient space (about half the width of a car) on roads.
31. The views and enquiries of Members were summarised as follows:

- (1) he enquired whether it was an offence for a person to sway from side to side when riding a motorcycle (Mr LAU Cheuk-yu);
- (2) he pointed out that as most cyclists were unclear about the law enforcement criteria, they would therefore try to avoid the law enforcement officers. Besides, the use of bicycles or trolleys on roads did not require a driving licence. He enquired how the departments would take law enforcement actions in relation to these road users (Mr WONG Ka-wa);
- (3) Castle Peak Road had been popular among cyclists given its smooth vehicular flow in the 1970s and 1980s. However, since the 1990s, new buildings had been completed one after another near Castle Peak Road. Bicycle-vehicle conflicts resulted from the corresponding increase in the road traffic, thereby posing dangers. Noting that bicycles travelled at a relatively slow speed, he enquired of the HKPF whether cyclists had the right of way on roads (Mr LUK Ling-chung, Antonio);
- (4) the incident had aroused public concern. Since cyclists had the right to use roads, he opined that the complaint about the cyclists concerned occupying the road was not justified. On the contrary, a traffic accident might be caused by the police officer in question who had swayed from side to side and shifted his weight when riding a motorcycle. He pointed out that as the Police Force was a disciplined services department, the public had very high expectations of the attitude and conduct of police officers. He hoped that the HKPF would enhance the training of police officers (Mr TSE Man-chak);
- (5) the laws stipulated that cyclists had the right to use roads. In her opinion, bicycles, cars and pedestrians could co-exist on roads. Apart from taking law enforcement actions against offending cyclists, she hoped that the TD and relevant departments would consider creating a bicycle-friendly and safe environment by developing ancillary facilities in the community and facilitating the use of roads. For example, bike lanes could be designated on both sides of a road to facilitate the use of bicycles for travelling (Ms CHAN Kim-kam);
- (6) unfortunately, a cyclist had died in an accident on Route Twisk earlier. Cyclists had the right to ride on roads. However, cyclists might easily come into conflict with drivers or pedestrians or even cause traffic accidents if they cycled at a high speed on public roads, inside pedestrian subways or on footbridges. He opined that the ancillary facilities for cycling were inadequate in Tsuen Wan, and hoped that the TD would improve the facilities as early as possible. Besides, he was glad to learn that the HKPF expressed deep concern about the incident. He also enquired whether it was improper or even illegal

for the police officer in question to sway from side to side and act provocatively when riding a motorcycle (Mr PUN Long-chung, Roy);

- (7) according to the replies from the departments, he considered that the informant's complaint about the cyclists occupying the road was not valid and the cyclists did not break the law. So, he enquired why the police officer had still gone to the location concerned for law enforcement. He pointed out that the "two-second" rule was a convention rather than a stipulation. He enquired about the objective criteria for determining whether a driver broke the law when overtaking a bicycle in front. Besides, many people had a bias against cyclists riding on roads. They took the view that cyclists abused their privileges. He hoped that the departments concerned would enhance the publicity and education work and give a satisfactory reply to the public on completion of the investigation (the Vice Chairman); and
- (8) he pointed out that the public lacked the relevant knowledge and often thought that people cycling on a public road occupied the road. He therefore hoped that the HKPF would strengthen the publicity work to dispel this misconception. He also hoped that the TD would better the ancillary facilities for cycling with reference to the practices of other countries. For example, priority should be given to bicycles to cross carriageways or signs should be erected to remind cyclists to keep left (the Chairman).

32. DOO(TW) (Atg.) of the HKPF responded as follows:

- (1) the police officer in question was currently under investigation. The results of the investigation would determine whether he had violated the relevant legislations;
- (2) if people without a driving licence violated the road regulations concerned, the HKPF would generally record their particulars on their Hong Kong identity cards and issue court summonses to them;
- (3) if some people cycled side by side and fully occupied a road, police officers would give them a verbal warning first. The police officers would consider issuing court summonses to them if the verbal warning was ignored; and
- (4) the HKPF would consider displaying promotional banners at road sections where the cyclist flow was relatively high (e.g. Castle Peak Road and Route Twisk) in order to raise public awareness of cycling safety.

33. E/TW2 of the TD responded as follows:

- (1) both cyclists and other road users had the right to use roads. They should also observe the traffic rules and pay attention to traffic light signals and road markings;
- (2) the TD would continue to proactively carry out education and publicity work to enhance safety awareness among road users; and
- (3) the TD noted Members' suggestions about catering for cyclists' needs in the road planning and would conduct a timely review on the design of roads.

IX Item 8: Request for Provision of a Lay-by for Rehabus outside Citywalk 1
(T&TC Paper No. 15/21-22)

34. The Chairman stated that Mr LAM Sek-tim submitted the paper. The representatives of the departments responsible for giving responses were:

- (1) Mr CHU Ching-yu, Alex, E/TW1, TD; and
- (2) Mr LEE Huen-yiu, District Engineer/Tsuen Wan (DE/TW), HyD.

35. Mr LAM Sek-tim introduced the paper.

36. E/TW1 of the TD responded that the TD would send its staff to conduct an on-site inspection and a feasibility study to see whether there were any special restrictions on the provision of a lay-by outside Citywalk 1. If the proposal was feasible, the TD would conduct a district consultation accordingly. It would optimise the road furniture to facilitate the parking and boarding/alighting activities of Rehabus without compromising road safety and affecting other road users.

37. DE/TW of the HyD responded that the HyD would carry out timely improvement works for road furniture following the instructions given by the TD.

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

- (1) in his opinion, the lack of a lay-by for Rehabus near the residential care home for persons with disabilities (RCHD) was caused by the planning blunder back then. Thus, Rehabus could only pick up and set down passengers in the loading/unloading area. The situation was unreasonable. He hoped that the departments would expeditiously provide a lay-by at the location concerned. Besides, he hoped that the HKPF would step up law enforcement because the lay-bys designated for Rehabus or persons with disabilities in the district were often occupied by illegally parked vehicles or ineligible vehicles (Mr LAI Man-fai);

- (2) the current arrangements of Rehabus service did not only put the Rehabus driver at risk of being issued with fixed penalty tickets (FPTs) but also caused great inconvenience to the residents of the RCHD. He agreed to the proposal. He hoped that the departments would expedite the study and consultation work and regularly report to Members on the progress (Mr PUN Long-chung, Roy);
- (3) as far as he knew, the location concerned fell within the area of the Tsuen Wan Town Centre Project (also known as the “Seven Streets” Project) under the Urban Renewal Authority. When reserving sites for social welfare organisations, the Planning Department (PlanD) failed to include clear terms and conditions in the agreement with the developer to allow vehicles of social welfare organisations to pick up and set down passengers in loading/unloading areas. He advised the TD to expeditiously contact the organisations concerned and assist them in applying for a permit for picking up/setting down passengers in restricted zones painted with double yellow lines. He also hoped that the HKPF would exercise its discretion when handling the matter concerned (Mr WONG Ka-wa);
- (4) he opined that being able to go to work meant a lot to the residents of the RCHD. He hoped that the TD would propose solutions to the problem and promptly arrange an on-site inspection for Members (Mr LUK Ling-chung, Antonio);
- (5) he hoped that the departments would promptly arrange a safe and convenient location for Rehabus to pick up/set down passengers. Some RCHDs and non-governmental organisations (NGOs) had told him that there were insufficient lay-bys for Rehabus in Tsuen Wan district. He hoped that the TD would identify appropriate locations in the town centre to provide additional lay-bys for the use of RCHDs or NGOs (Mr TSE Man-chak);
- (6) he learnt that Rehabus was welcomed to use the loading/unloading area of Citywalk for boarding/alighting activities. However, there were only two parking spaces in the loading/unloading area. If both parking spaces were in use for loading/unloading activities, Rehabus would have to wait until one of the parking spaces was vacated before entering. Sometimes, Rehabus could not wait for a long time due to other commitments or it should return because it had already missed the time for the residents of the RCHD to report for the job at the sheltered workshop. Additionally, he found that there was sufficient space for providing a lay-by for Rehabus at the bend where Tai Ho Road and Yeung Uk Road met. He wished to conduct an on-site inspection with the staff of the departments in order to study the feasibility of the proposal. As the study took time, he hoped that the departments would introduce short-term measures to help the RCHD to meet its urgent needs. Also, he hoped that the HKPF

would strengthen its combat against illegal parking on Yeung Uk Road lest Rehabus should still fail to pull over for picking up and setting down passengers even after obtaining the required permit (Mr LAM Sek-tim); and

- (7) when planning for the sites of RCHDs and social welfare organisations, the Government had failed to take into consideration the provision of ancillary facilities to facilitate the boarding and alighting of wheelchair users and passengers of Rehabus. As a result, Rehabus often had to pick up/set down passengers in loading/unloading areas or restricted zones painted with double yellow lines. He hoped that the TD would include the related ancillary facilities as one of the aspects for consideration in traffic impact assessment reports to be submitted to the Lands Department and PlanD in the future. In order to cater for the needs of the RCHD, he enquired of the departments concerned whether it was possible to remove the railings near Citywalk 1 and issue a temporary permit allowing Rehabus to pick up/set down passengers in the restricted zone painted with double yellow lines (the Chairman).

39. E/TW1 of the TD responded as follows:

- (1) the TD noted Members' views and suggestions. It would also discuss with Members after the meeting and expeditiously arrange an on-site inspection with a view to exploring solutions; and
- (2) the organisation concerned had not provided information as to whether the organisation operated the rehabilitation bus service in question on its own or it was the scheduled route service or dial-a-ride service provided by the Hong Kong Society for Rehabilitation. The organisation could consider applying for a "restricted area permit" in order to pick up or set down passengers in restricted areas or restricted zones painted with double yellow lines.

40. STO/TW of the TD responded that the buses of RCHDs were private buses in general. Having considered their own needs, the operators of rehabilitation bus services could apply to the TD for a permit to pick up or set down passengers in restricted zones according to the established procedures.

41. DE/TW of the HyD responded that the HyD would carry out timely improvement works for road furniture following the instructions given by the TD, including the removal of railings to facilitate access by wheelchair users.

42. DOO(TW) (Atg.) of the HKPF responded that the HKPF would continue to follow up on the problems of serious traffic obstruction and illegal parking as well as to step up law enforcement.

X Item 9: Concern about the Noise of Speeding Vehicles Travelling between Texaco Road North and Route Twisk
(T&TC Paper No. 16/21-22)

43. The Chairman stated that Mr PUN Long-chung, Roy submitted the paper. The representatives of the departments responsible for giving responses were:

- (1) Mr CHU Ching-yu, Alex, E/TW1, TD;
- (2) Mr LEE Huen-yiu, DE/TW, HyD; and
- (3) Miss LEE Yan-lam, DOO(TW) (Atg.), HKPF.

Besides, the written reply of the Environmental Protection Department (EPD) was tabled at the meeting.

44. Mr PUN Long-chung, Roy introduced the paper.

45. E/TW1 of the TD responded that the TD would work closely with the HKPF to review the records of traffic accidents and the situation of speeding on major roads. It would also determine the number and locations of speed enforcement cameras to be installed as well as the priority of installation according to the prescribed criteria and a basket of factors such as the geographical environment of carriageways.

46. DE/TW of the HyD responded that the HyD was responsible for the construction and maintenance of public roads and ancillary facilities. The problems of speeding and vehicle noise fell beyond the HyD's purview.

47. DOO(TW) (Atg.) of the HKPF responded that the HKPF attached great importance to the problems of speeding and vehicle noise. It had referred the Member's proposal of installing additional digital radar speed detectors (commonly referred to as "ground artillery") to the Traffic New Territories South for a feasibility study.

48. Officer-in-Charge, District Traffic Team (Tsuen Wan) (Oic, DTT(TW)) of the HKPF responded as follows:

- (1) from March to May 2021, the HKPF had detained five vehicles at the scene on Texaco Road and Texaco Road North and handed them over to the TD's Vehicle Examiners for examination. Subsequently, the HKPF had issued a total of eight summonses to drivers suspected of violating the Road Traffic

(Construction and Maintenance of Vehicles) Regulations. It had also issued Defective Vehicle Reports to three drivers, requiring them to send their vehicles to the TD's Vehicle Examiners for examination within a specified period of time; and

- (2) the HKPF had conducted ten road-block operations around Texaco Road and randomly carried out screening breath tests for 409 drivers in total without detecting any case of drink driving.

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

- (1) the problems of speeding and vehicle noise on Texaco Road North were very serious. He had visited Shek To House and Shek Ho House, which were situated near Texaco Road North, to measure the level of vehicle noise. The noise measurements were as high as 60 to 80 decibels and the residents' sleep was seriously disturbed. While noting that the HKPF had recently stepped up the law enforcement, he opined that it was inadequate to rely on mobile speed enforcement cameras alone. He hoped that more fixed speed enforcement cameras (commonly referred to as "pigeon cage") would be installed to deter speeding (Mr LAI Man-fai);
- (2) he enquired of the HKPF about the figures of law enforcement actions taken on Route Twisk (Mr LAU Cheuk-yu);
- (3) apart from Route Twisk, Castle Peak Road and Tuen Mun Road were severely affected by the problem of vehicle noise too. He hoped that the Government would draw up policies in a more targeted manner and install additional speed enforcement cameras at black spots where modified vehicles gathered and speeding occurred. In his opinion, the EPD should enhance its technologies for detecting vehicle noise in order to take enforcement actions against drivers whose vehicles emitted noise without speeding (Mr LAU Chi-hung);
- (4) he hoped that the HKPF would step up the law enforcement on Tsuen Wan Road and other locations in the district. Apart from setting up road blocks, the HKPF should impose fines on offenders as a deterrent against unlawful behaviour (Mr LUK Ling-chung, Antonio);
- (5) even from afar, he could still hear loud noise emitted from vehicles in the evening on recent weekends. The problem was deteriorating. To combat illegal road racing between Castle Peak Road and Ching Cheung Road, the HKPF had set up road blocks on Ching Cheung Road and opened only one lane for vehicles. He considered this operation effective to a certain extent. However, illegal road racers would often drive into other roads from Castle Peak Road to bypass the road blocks set up by the HKPF on Ching Cheung Road.

So, he hoped that the HKPF would also set up road blocks at Castle Peak Road - Tsuen Wan (Mr LAM Sek-tim);

- (6) although his constituency (i.e. Tsuen Wan Centre) was some distance from Route Twisk, the residents whose flats' windows faced the highway had also intermittently heard loud noise emitted from vehicles. He pointed out the recent drop in vehicle noise nuisances, and believed that the HKPF had taken enforcement actions to address the noise problem. He hoped that the departments concerned would strengthen their detection of and enforcement against vehicle noise in addition to tackling the speeding problem (Mr LI Hung-por);
- (7) in his opinion, the HKPF's road-block operations were not conducted when illegal road racing was active and the operation locations were mostly fixed. Thus, offenders could easily evade the operations. He hoped that the HKPF would improve the arrangements in order to enhance the effectiveness of law enforcement. Moreover, he enquired of the TD about the progress and results of the feasibility studies on the Average Speed Camera System (ASCS) Trial Scheme and various proposals previously raised by Members for detecting noise emitted from vehicles (the Vice Chairman); and
- (8) the TD had already completed the consultation on the proposed installation of push-button traffic lights at the pedestrian crossing on Route Twisk off Muk Min Ha Tsuen, but the works were unlikely to commence in the near future. As vehicles travelling at a high speed would pose a danger to pedestrians crossing the road, he proposed installing additional speed enforcement cameras to combat speeding. Although he had clearly set out the proposals concerning Texaco Road North and Route Twisk in his paper, the TD's representative failed to respond as to whether progress had been made and a works schedule would be drawn up. He expressed disappointment over such failures. Besides, he enquired of the HKPF about the number of speeding cases detected during the enforcement operations conducted earlier and the follow-up on these cases (Mr PUN Long-chung, Roy).

50. DOO(TW) (Atg.) of the HKPF responded that the HKPF would continue to review the locations and time of road-block operations.

51. Oic, DTT(TW) of the HKPF responded as follows:

- (1) from March to May 2021, the HKPF had detained ten vehicles at the scene on Route Twisk and issued a total of 26 summonses to drivers suspected of violating the Road Traffic (Construction and Maintenance of Vehicles)

Regulations after examination. It had also issued Defective Vehicle Reports to 13 drivers, requiring them to send their vehicles to the TD's Vehicle Examiners for examination within a specified period of time. Besides, the HKPF had conducted 26 road-block operations and randomly carried out screening breath tests for 412 drivers in total without detecting any case of drink driving; and

- (2) speeding had not been detected during the HKPF's enforcement operations around Texaco Road and Texaco Road North.

52. E/TW1 of the TD responded that the TD could provide supplementary information on the ASCS Trial Scheme after the meeting if necessary.

XI Item 10: Need to Address the Persistently Serious Traffic Congestion at Castle Peak Road and Tuen Mun Road, and Implement Improvement Measures without Delay
(T&TC Paper No. 17/21-22)

53. The Chairman stated that Mr NG Hin-lung, Norris submitted the paper. The representatives of the departments responsible for giving responses were:

- (1) Mr CHO Wing-hin, Issac, E/TW2, TD;
- (2) Mr LEE Huen-yiu, DE/TW, HyD; and
- (3) Miss LEE Yan-lam, DOO(TW) (Atg.), HKPF.

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

55. E/TW2 of the TD responded as follows:

- (1) the TD had launched a series of road improvement works at Castle Peak Road - Sham Tseng. Among them, the improvements to the pedestrian lights at Bellagio had already been completed and the works of relocating the central divider southward had also commenced. After the completion of the works, the number of Kowloon-bound lanes would be increased from two to three and the road capacity could be further expanded;
- (2) in the past few years, the road improvements to Tuen Mun Road had been completed and additional shoulders had been provided at suitable locations to facilitate prompt arrival of rescuers at the scene in case of emergency. As the provision of additional shoulders at Tuen Mun Road - Sham Tseng would require the acquisition of private land for the construction of extra bridge piers and consequently affect the villages nearby, this item was not included in the road improvement works of Tuen Mun Road - Sham Tseng at that time;

- (3) according to the TD's information, the rate of traffic accidents on Tuen Mun Road had decreased after the completion of the road improvement works. There was no significant difference between the rate of traffic accidents of Tuen Mun Road and those of other expressways;
- (4) upon the occurrence of a traffic incident, the TD would disseminate the related information to the public, the media and government departments through the TD's Emergency Transport Coordination Centre (ETCC) and "HKeMobility" mobile application in order to minimise the impact of the incident on the public. The TD recommended that the public should learn about the road conditions using the said mobile application and make appropriate arrangements before travelling; and
- (5) the HyD was conducting a feasibility study on Route 11 with a view to diverting the traffic between the northwest New Territories (including Tuen Mun Road) and urban areas in Kowloon in the long run.

56. DE/TW of the HyD responded that the HyD had commenced the widening of traffic lanes at Castle Peak Road - Sham Tseng in the previous week, which was expected to be completed by the end of August 2021. The HyD would actively carry out other road improvement works in tandem if further instructions were given by the TD.

57. DOO(TW) (Atg.) of the HKPF responded that the target of the HKPF's law enforcement actions was to ensure smooth traffic flow on the roads. From March to May 2021, the HKPF had issued a total of 407 FPTs and two court summonses at Castle Peak Road - Sham Tseng. The Mobile Video Team of the HKPF had also conducted five enforcement operations at Rhine Garden and instituted prosecution against 75 drivers who had illegally parked their vehicles at locations painted with double yellow lines or made unlawful U-turns.

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

- (1) he opined that the problem should probably be referred to the Transport and Housing Bureau for handling. He requested the departments to provide data to illustrate the change in the traffic volume on Tuen Mun Road after the commissioning of the Tuen Mun - Chek Lap Kok Tunnel. He hoped that the departments would install "GET IN LANE" signs on Tuen Mun Road near Siu Lam to prevent negative impacts on the traffic flow to Kowloon and traffic congestion caused by vehicles cutting into another lane. Besides, in order to prevent traffic overload on Tuen Mun Road caused by the traffic newly generated by Route 11, he proposed that a link road connecting Route 11 and

- Sham Tseng should be constructed to facilitate the access to other places in Kowloon or the New Territories by the public (Mr WONG Ka-wa);
- (2) as the widening works of Castle Peak Road were currently underway, the space for vehicular movements had become narrower. He hoped that the HyD would expedite the construction to ensure that the widening works could be completed as scheduled, and that the HKPF would deploy additional manpower to combat the problem of illegal parking on Castle Peak Road. With the gradual completion of new residential developments in Siu Lam, he hoped that the departments would review the current practice of restricting the access to Tuen Mun Road by vehicles from Siu Lam in the morning to avoid overloading Castle Peak Road. He also hoped that the departments would draw reference from his suggestion and make adjustments to traffic light signals flexibly (Mr LAU Chi-hung);
 - (3) in his opinion, the departments had failed to seriously consider the suggestions raised by members of local communities over the years. These suggestions included permitting vehicles from Sham Tseng to use Tuen Mun Road or encouraging vehicles from Belvedere Garden to use roads at the waterfront. Route 11 could not help improve the current situation because it would only be opened after 2036. He hoped that the departments would give proper consideration to the provision of ancillary transport facilities having regard to the population growth brought about by the planning (the Vice Chairman);
 - (4) the excessively high vehicle/capacity ratio of Castle Peak Road was where the crux of the problem lay. Although the widening of Castle Peak Road - Sham Tseng to three lanes could divert the traffic partially and prevent bottlenecks on the road, it was impossible to thoroughly solve the problem just by implementing an individual project. He pointed out the departments' failure to fully consider the transport demand brought about by the completion of the new residential developments; to review whether the carrying capacity of Castle Peak Road - Sham Tseng was adequate; and to consider corresponding measures. Sham Tseng Viaduct of Tuen Mun Road was a traffic black spot where traffic accidents frequently occurred. The lives and safety of villagers residing underneath the viaduct were endangered. He understood that back then, the Government did not prefer the postponement of the entire road improvement project of Tuen Mun Road due to land acquisition. However, the core part of the project had already been completed. Also, the villagers might no longer resist the acquisition of land by the Government out of safety concerns. He therefore hoped that the departments would re-examine the possibility of upgrading Sham Tseng Viaduct to a highway by adding shoulders and carrying

out widening works. Besides, he requested the TD to provide the information on the mechanism for adjusting traffic signals by its ETCC (Mr NG Hin-lung, Norris); and

- (5) he noted that both ends of Sham Tseng Viaduct were traffic black spots in Tsuen Wan district. Route 11 would only be opened after 2036 even if there were no delays in the construction. Regarding the current problem of traffic congestion on Castle Peak Road and Tuen Mun Road, he hoped that the TD would carry out improvement works for the existing roads (the Chairman).

59. E/TW2 of the TD responded that the TD noted Members' views. When conducting the feasibility study on Route 11, the TD would also consider other short- and medium-term measures at the same time. The TD could provide the information on the mechanism for adjusting traffic signals by its ETCC after the meeting.

60. DE/TW of the HyD responded that the addition of traffic signs and road markings such as "GET IN LANE" signs was part of the road planning. The HyD would carry out the works concerned in a timely manner following the instructions given by the TD.

61. DOO(TW) (Atg.) of the HKPF responded that the HKPF would continue to take enforcement actions to ensure smooth traffic flow on the roads.

XII Item 11: Information Papers

(A) Traffic Enforcement Result in TWDIST between April and May 2021 Concerned Illegal Parking Location

(T&TC Paper No. 18/21-22)

62. DOO(TW) (Atg.) of the HKPF reported on the relevant information.

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

- (1) between April and May 2021, the HKPF had issued 400-odd FPTs at Hoi Kwai Road and 800-odd FPTs at Hoi Shing Road respectively. According to her observation, however, obstruction was still caused on these two roads by a large number of illegally parked vehicles during peak hours and on holidays. Some drivers even left the vehicles in question idling, causing air pollution. Besides, some goods vehicles were parked near schools for a prolonged period. A danger was posed to students going to and leaving school. She enquired whether the HKPF had taken any other enforcement actions besides issuing FPTs (Ms CHAN Kim-kam);

- (2) in addition to Citywalk 1, the problem of illegal parking was also very serious at the location off Indi Home on Yeung Uk Road. Consequently, minibuses and buses could only pick up/set down passengers on fast lanes. It was very dangerous for passengers. He hoped that the HKPF would step up the law enforcement, especially between 7:30 a.m. and 9:00 a.m. when students went to school (Mr LUK Ling-chung, Antonio); and
- (3) many drivers would park their vehicles on Tai Ho Road off Tsuen Wan West Station, waiting for loading/unloading of goods or picking up/setting down of passengers. As a result, taxis and other vehicles were unable to enter the roundabout due to obstruction caused by the vehicles in question. Some vehicles were even parked overnight inside the Tsuen Wan West Station Public Transport Interchange (the “PTI”) or on the pavements. Besides, the problems of illegal parking and loading/unloading activities around Belvedere Garden was rampant in the morning, impeding residents’ commutes to work. He hoped that the HKPF would not only issue FPTs but would also actively drive away vehicles causing traffic obstruction (the Vice Chairman).

64. DOO(TW) (Atg.) of the HKPF responded that the HKPF would strengthen enforcement actions at various traffic black spots during peak hours and when students commuted to school in the morning with a view to diverting traffic.

(B) Minor Traffic Improvement Projects Completed in the Past Two Months, in Progress and Planned to Commence by the Highways Department (Tsuen Wan District) and Timetables (as at 3 June 2021)
(T&TC Paper No. 19/21-22)

65. DE/TW of the HyD reported on the relevant information.

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

- (1) he enquired about the progress of Improvement to Traffic Markings on Wai Tsuen Road near Tsuen Kam Interchange under Project No. TW/20/03184-246 (Project No. TW/20/03184-246). Noting that the HyD would simplify the design of the traffic signs installed at Tsuen Kam Interchange, he hoped that the HyD would inform him of the proposal before implementation. He also enquired about the arrangements for road closure during the installation of “SLOW” signs at bends and whether the works could be completed in the third quarter of 2021 as scheduled (Mr PUN Long-chung, Roy);
- (2) he enquired about the progress of the widening of the exit at Shek Wai Kok Bus Terminus (Mr LAI Man-fai); and

- (3) he hoped that the HyD would provide after the meeting the works drawings of Improvement to the Barrier-free Access on the Pavement at Castle Peak Road - Tsuen Wan near Tsuen Wan Government Primary School under Project No. TW/19/01638-1 (Project No. TW/19/01638-1), Provision of Additional “LOOK LEFT” and “LOOK RIGHT” Signs on Castle Peak Road - Tsuen Wan near Bayview Garden Bus Terminus under Project No. TW/20/03174-247 and Improvement to Traffic Markings on Hoi On Road near Lai Shun Road under Project No. TW/20/03363-250 (Mr TSE Man-chak).

67. The Chairman responded that the Secretariat had emailed the coloured drawings of the HyD’s new projects to Members before the meeting for their reference. To be environmentally friendly, the drawings would not be distributed in hard copies.

68. DE/TW of the HyD responded as follows:

- (1) Project No. TW/19/01638-1 involved the conversion of the staircase at the bus stop outside the entrance of Tsuen Wan Government Primary School to a ramp. The HyD was working on the planning currently and the project was expected to be completed in the third or fourth quarter of 2021;
- (2) the HyD had discussed Project No. TW/20/03184-246 with the HKPF in the previous week. For safety reasons, the HyD would implement the project in phases and carry out the improvement works for the two “SLOW” signs off the ambulance depot first in July 2021. Meanwhile, the HyD would continue to discuss with the HKPF the traffic arrangements with respect to the improvement works for the other two “SLOW” signs painted at the roundabout; and
- (3) the HyD was preparing the works schedule of the widening of the exit at Shek Wai Kok Bus Terminus.

(C) Financial Statement of Traffic and Transport Committee Funds as at 3 June 2021
(T&TC Paper No. 20/21-22)

69. Members noted the contents of the information paper.

XIII Item 12: Any Other Business

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

- (1) he hoped that the TD would re-install parking meters at Hau Tei Square to curb the occupation of the location in question by some recycling vehicles for a long time which adversely affected the environmental hygiene (Mr WONG Ka-wa);

- (2) he hoped that the TD and the Citybus Limited (Citybus) would consider re-routing Citybus route no. 933 away from the black spots of traffic congestion during peak commuting hours in the evening (Mr LUK Ling-chung, Antonio);
- (3) having sent a written request to the TD for the provision of additional railings in Miu Kong Street, he urged the TD to consider the request with a view to ensuring the safety of school children and pedestrians nearby (Mr PUN Long-chung, Roy); and
- (4) since the commissioning of the cycle track, many bicycles were illegally parked at the PTI. Some of the bicycles were even illegally parked at bus stops and caused obstruction to passengers waiting for buses. As such, he requested the TD to actively clear illegally parked bicycles within the areas under its management. Some residents had told him the serious problems of lost trips and stop skipping relating to KMB route no. 40. Besides, the problem of illegal parking was severe at CDW Building. Also, the picking-up and setting-down activities of different public transport vehicles were impeded by the goods vehicles of certain vehicle distributors which frequently accessed CDW Building. He hoped that the HKPF and TD would follow up on the said problems (the Vice Chairman).

71. The Chairman hoped that the departments would note Members' views and take corresponding follow-up actions.

72. The Chairman reminded Members that the next meeting was scheduled for 23 August 2021 and the deadline for submission of papers was 6 August 2021.

(Post-meeting note: The 11th T&TC meeting was rescheduled for 29 April 2022.)

XIV Adjournment of Meeting

73. There being no other business, the meeting was adjourned at 5:20 p.m.

Tsuen Wan District Council Secretariat

23 July 2021