

(Translation)

Minutes of the 11th Meeting of Traffic and Transport Committee (1/22-23)

Date: 29 April 2022

Time: 2:30 p.m.

Venue: Main Conference Room, Tsuen Wan District Office

Present:

Mr CHAN Sung-ip, BBS, MH (Chairman)

Mr MAN Yu-ming, MH

Mr YAU Kam-ping, BBS, MH

Mr LUK Ling-chung, Antonio

Mr WONG Ka-wa

Mr KOT Siu-yuen, MH

Mr LAU Cheuk-yu

Government Representatives

Mr LAI Yik-wing, Wesley

Assistant District Officer (Tsuen Wan), Tsuen Wan District Office

Mr HO Yiu-wing

District Operations Officer (Tsuen Wan), Hong Kong Police Force

Mr KWAN Lam

Assistant District Operations Officer (Tsuen Wan), Hong Kong Police Force

Mr LAM Chi-chung

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 GO Ka-wai, Lock

Engineer/Tsuen Wan 3, Transport Department

Mr LEE Huen-yiu

District Engineer/Tsuen Wan, Highways Department

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

In attendance:

Mr CHAN Yuen-sum, Sumly

Chairman, Tsuen Wan District Council

Mr LEUNG Wang-cheong

Manager (Operations), Kowloon Motor Bus
Company (1933) Limited

Ms Betsy LEUNG

Manager (Public Affairs), Kowloon Motor Bus
Company (1933) Limited

Ms Peggy WONG

Assistant Manager (Planning and Development),
Kowloon Motor Bus Company (1933) Limited

Attendance by Invitation:

For discussion of item 3

Mr TSUI Ho-wing, Stan

Senior Transport Officer/Bus/NTSW, Transport
Department

Ms WONG Ka-yee, Chloe

Transport Officer/Bus/NTSW, Transport
Department

Mr Brian NG

Manager (Planning), Citybus Limited/New
World First Bus Services Limited

Mr YIP Wai-yeung

Assistant Planning Officer, Citybus Limited/
New World First Bus Services Limited

The Meeting

I Opening Remarks and Introduction

The Chairman welcomed the Members and representatives from the government departments to the 11th meeting of the Traffic and Transport Committee (T&TC), and introduced:

- (1) Mr HO Yiu-wing, who attended the meeting for the first time and replaced Mr FUNG Chun-pang, Alex to assume the post of District Operations Officer (Tsuen Wan) (DOO(TW)), Hong Kong Police Force (HKPF);
- (2) Mr LAM Chi-chung, who attended the meeting for the first time and replaced Mr WONG Pui-kai to assume the post of Officer-in-Charge, District Traffic Team (Tsuen Wan), HKPF; and
- (3) Mr GO Ka-wai, Lock who attended the meeting for the first time and assumed the post of Engineer/Tsuen Wan 3 (E/TW3), Transport Department (TD).

(Note: Mr WONG Ka-wa joined the meeting at 2:35 p.m.)

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 for each agenda item. Other Members might speak once for up to 1.5 minutes. A maximum of four Members could speak for each agenda item. If more than four Members spoke on an agenda item, he would shorten the speaking time of each Member. The representatives of the departments might have up to 3 minutes to give response.

II Item 1: Confirmation of Minutes of the 10th Meeting held on 21.6.2021

3. The Chairman said that the Secretariat had received one proposed amendment from Mr LUK Ling-chung, Antonio prior to this meeting. The proposed amendment was set out as follows:

- (1) Mr LUK Ling-chung, Antonio proposed that in line 1 of paragraph 70(2) of the captioned minutes, “上下班” (commuting) should be amended as “下班” (getting off work).

4. The Chairman asked whether Members endorsed the captioned minutes and the proposed amendment. Members unanimously endorsed the captioned minutes and the proposed amendment.

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

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

(Note: Mr LAU Cheuk-yu joined the meeting at 2:37 p.m.)

IV Item 3: Bus Route Planning Programme 2022-2023 for Tsuen Wan District (T&TC Paper No. 1/22-23)

6. The Chairman stated that the TD submitted the paper to brief Members on the Bus Route Planning Programme (BRPP) 2022-2023 for Tsuen Wan District. The representatives from the departments attending the meeting were:

- (1) Mr TSUI Ho-wing, Stan, Senior Transport Officer/Bus/NTSW (STO(B/NTSW)), TD;
- (2) Ms WONG Ka-yee, Chloe, Transport Officer/Bus/NTSW, TD;
- (3) Mr LEUNG Wang-cheong, Manager (Operations), Kowloon Motor Bus Company (1933) Limited (KMB);

- (4) Ms Betsy LEUNG, Manager (Public Affairs), KMB;
 - (5) Ms Peggy WONG, Assistant Manager (Planning and Development), KMB;
 - (6) Mr Brian NG, Manager (Planning), Citybus Limited/New World First Bus Services Limited (Citybus); and
 - (7) Mr YIP Wai-yeung, Assistant Planning Officer, Citybus.
7. Mr LUK Ling-chung, Antonio enquired whether Members might speak twice for this agenda item.
8. The Chairman stated that Members might make supplementary remarks if necessary.
9. STO(B/NTSW) of the TD introduced the paper.
10. The views and enquiries of Members were summarised as follows:
- (1) he pointed out that the problem of lost trips of route nos. 30X, 238X, 930X and 930A was particularly serious during the morning peak hours. Residents stated their wish for the expeditious resumption of the normal frequencies and services of route nos. 238P, 930A, 933, 30X, 33, 238X and 930X in the past with a view to facilitating the full resumption of social activities and bringing convenience to the residents and commuters. He welcomed the proposed alterations to route no. 66M, but objected to the amendment made to route no. 43B as he believed that it would reduce the choice of routes provided at the same location to the residents from Chelsea Court, H Cube and Indi Home, putting them to inconvenience. Regarding the route no. 290 series, he enquired if it was necessary to postpone the time of the first departure of route no. 290 by 10 minutes. He pointed out the residents' concern that such arrangement would lead to a waste of resources as the bus concerned and the bus serving route no. 290A, which had earlier passed the "Four Shuns" (i.e. Shun Lee Estate, Shun On Estate, Shun Tin Estate and Shun Chi Court), would arrive at the bus stops at the same time. In addition, he requested for an enhancement of the service frequency of route no. 290X to a headway of 15 to 20 minutes, provision of an additional en-route stop at Tin Ma Court for both the forward and return trips of route no. 290X or 33 to bring convenience to the residents travelling to Lok Fu for shopping, and re-routing of route no. 290, 290A or 290X bound for Tsuen Wan West Station via Tsuen Wan Road and Yeung Uk Road. He also wished to put forth re-routing arrangements after the commissioning of Tseung Kwan O - Lam Tin Tunnel (TKO-LTT) (Mr LUK Ling-chung, Antonio);

- (2) as buses serving route no. 36B were often blocked by illegally parked vehicles during peak and off-peak hours, he agreed to the re-routing arrangement of route no. 36B via Cheung Sha Wan Road. Nevertheless, he hoped that the TD and the bus company concerned would not take this as a justification to cancel route no. 36A which was also routed to Lei Muk Shue via Cheung Sha Wan Road. He also hoped that the service frequency of route no. 36X would be enhanced and requested for prompt implementation of the alterations proposed in the BRPPs of 2020-2021 and 2021-2022 (including airport bus routes) (Mr WONG Ka-wa);
- (3) the TD had substantially amended the routing of route no. 36, resulting in a very limited number of en-route locations and an extended routing. This had caused major inconvenience to the residents of Lei Muk Shue. After the alteration had become effective, he met with the Assistant Commissioner for Transport and the TD undertook to provide forward and return trip services of the bus route concerned on Kwok Shui Road. However, the TD was now attempting to replace route no. 235, which had been providing effective service, with route no. 31 on grounds of busy traffic. He pointed out that the time of the first departure of route no. 31, which was 6:00 a.m., was later than that of route no. 235, which was 5:40 a.m. In addition, the service frequency was reduced as route no. 235 operated at a 8 to 10-minute headway, while route no. 31 operated at a 12 to 20-minute headway. Therefore, the above alternative was unfair to the residents of the housing estates and villagers around Kwok Shui Road. He reiterated that the crux of the traffic problem at Kwok Shui Road lay in the lack of road widening by the Highways Department (HyD) over the years as well as the serious problem of illegal parking. He hoped that the HKPF and TD would strengthen law enforcement and the monitoring measures (Mr CHAN Yuen-sum, Sumly); and
- (4) he enquired about the impact of relocating the terminal stop of route no. 243P from Discovery Park to Allway Gardens on the existing passengers (Mr LAU Cheuk-yu).

11. STO(B/NTSW) of the TD responded as follows:

- (1) as the routing of route no. 43B overlapped with that of other bus routes plying between Tsing Yi and Tsuen Wan (such as route no. 243M), the TD raised the re-routing proposal with a view to providing passengers travelling between Tsing Yi and Tsuen Wan with additional boarding and alighting points. Passengers affected by the proposed re-routing might take route no. 243M instead for travelling to those destinations. The TD noted Members' views,

and would continue to keep in view the passenger demand for the route in question and conduct timely review of the service;

- (2) the TD thanked Members for supporting the proposed re-routing of route nos. 36B and 66M, and would continue to monitor the passenger demand with the KMB;
- (3) the TD wished to improve the stability of the service frequencies of route nos. 290 and 290A through implementing the re-routing arrangements. The TD had taken note of all the views put forth by Members, which included the time of the first departure of route no. 290, re-routing of the route no. 290 series via the vicinity of Kwai Chung Road, Tsuen Wan Road and Yeung Uk Road and the re-routing of bus routes via TKO-LTT in the future. The TD would consider the impact of the proposals on existing passengers and review the room for adjustment of the existing services in a timely manner;
- (4) the TD put forth the proposal on re-routing route no. 235 via Castle Peak Road without passing through Kwok Shui Road with the aim to enhance the service stability of route no. 235 through the re-routing arrangements. To complement the proposed re-routing of route no. 235, the TD also proposed re-routing route no. 31 via Kwok Shui Road which could serve as an alternative bus service for the residents in the vicinity. The TD noted Members' views and would review the re-routing proposals of the above routes with the KMB;
- (5) according to the operational data, the patronage of route no. 243P was about 68% during the busiest period. The TD believed that the remaining carrying capacity of the route was sufficient to meet the passenger demand arising from the extension of the terminal stop. Upon the implementation of the proposal, the TD would closely monitor the passenger demand and discuss with the KMB the service adjustments in a timely manner to satisfy the passengers' needs; and
- (6) regarding the proposal on altering the departure point of the afternoon return trips of route no. 930A to Hennessy Road (near Fleming Road), the TD would review the location of the existing bus stop on Hennessy Road and the departure time of the trips altogether when implementing the proposal. The TD and KMB would closely monitor the changes in the passenger demand of the abovementioned bus route and discuss with each other the service adjustments in a timely manner to meet the passengers' needs.

12. Assistant Manager (Planning and Development) of the KMB responded as follows:

- (1) in response to the strong requests from residents of Kwai Tsing district, the KMB had reviewed the existing bus routes plying between Tsing Yi and Tsuen Wan to study whether it was possible to reduce overlaps between the bus

services with a view to introducing new routes travelling to different destinations. The KMB understood that the re-routing of route no. 43B would affect residents around Sha Tsui Road and would consider such concern altogether with the views collected from other District Councils concerned afterwards;

- (2) after the epidemic situation had become stable, the KMB would review the passenger demand and service performance, conduct timely review of the service of route no. 36X and implement the re-routing arrangements of other bus routes promptly. Upon the resumption of normal operation of the airport, the KMB would also expeditiously implement the changes related to the airport bus services;
- (3) the terminal stop of route no. 31 was provided at Tsuen Wan West Station. The first departure leaving at 6:00 a.m. would arrive at Northeast Kwai Chung at a similar time as the first departure of route no. 235 leaving from On Yam Estate at 5:40 a.m. However, passengers taking the last departure might be affected. The KMB would take Members' views into consideration during the consultation exercise; and
- (4) most passengers of route no. 243P would alight at the bus stops before arriving at the terminal stop at Discovery Park. Passengers alighting at the terminal stop at present could alight at the en-route stop in Mei Wan Street after re-routing in the future.

13. Manager (Planning) of the Citybus responded that the Citybus noted the Members' request for expeditious resumption of normal service frequencies for route nos. 930, 930X and 933. With the easing of the epidemic situation and the Government's gradual relaxation of social distancing measures, the Citybus had gradually resumed the normal service frequencies of the above routes during peak hours this month. The Citybus would closely monitor the passenger demand, in particular the commuters' demand, and adjust the services in a timely manner to meet such demand.

14. DOO(TW) of the HKPF responded that the HKPF noted Members' concern over individual roads and would, as in the past, continue to conduct traffic enforcement operations.

15. District Engineer/Tsuen Wan (DE/TW) of the HyD responded that the HyD was carrying out the advance works for the widening of Kwok Shui Road, including relocation of underground facilities.

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

- (1) he enquired which arrangement was more appropriate – providing the terminal stop of the return trips of Citybus route no. 930A at Honolulu Coffee Shop or around Southorn Stadium. He hoped that the evening departures could leave five minutes earlier from Wan Chai North for the convenience of the passengers currently boarding on Fleming Road. He also proposed adding two trips at 8:20 a.m. and 8:30 a.m. and an addition of one to two trips during evening peak hours. In addition, he remarked that residents wished for the provision of whole-day service of route no. 933, and enquired whether it was necessary to relocate the terminal stop of the bus route to Sai Wan Ho in order to provide whole-day service. If so, he asked whether it was feasible to cancel the en-route stop in Central and relocate the terminal stop to Shau Kei Wan. He also proposed retaining the bus trip of route no. 933 at 7:20 a.m. and adding two trips at 8:40 a.m. and 9:00 a.m. to cater for the demand from the commuters working in Tai Koo (Mr LUK Ling-chung, Antonio);
- (2) he had reservations on the proposed re-routing of route no. 43B, and pointed out that route nos. 43 and 43B had been in service for a long time. The former was routed via Tsing Yi South Bridge and the latter via Tsing Yi North Bridge. At present, the passenger volume of route no. 43B was not low and many residents of Tsing Yi would take this route to Yeung Uk Road Market. He was concerned about the possible decrease in the passenger volume after re-routing via Kwok Shui Road and Texaco Road, and hoped that the TD and KMB would carefully consult the residents before implementing the re-routing arrangement. He also enquired whether the TD and KMB could provide any data to explain the possibility of providing whole-day service of route no. 933 (Mr LAU Cheuk-yu); and
- (3) the KMB had implemented the provision of whole-day service of route no. 40P in last year's BRPP. In addition, he hoped that the KMB would make detailed arrangements and expedite the implementation of provision of airport bus service at Lei Muk Shue Estate or Wo Yi Hop Road after the epidemic situation had subsided. He also hoped that whole-day service of route no. 936 would be provided and the first departure would be advanced to bring convenience to the residents of Tsuen Wan who worked and studied on Hong Kong Island (Mr CHAN Yuen-sum, Sumly).

17. Manager (Planning) of the Citybus responded as follows:

- (1) for passengers in Wan Chai North, the provision of a bus stop on Hennessy Road near Fleming Road (i.e. near Honolulu Coffee Shop) could shorten the walking distance due to re-routing. The routing and schedule set out in the paper were

tentative. The Citybus would consider whether it would be better to provide the terminal stop of route no. 930A in the vicinity of Southorn Stadium and whether the evening return trips could be advanced by five minutes to meet the transport need of the residents getting off work as far as possible subject to the traffic conditions; and

- (2) the Citybus thanked Members for their support of the service of route no. 933, and noted Members' suggestions on providing whole-day service, cancelling the en-route stop in Central and relocating the terminal stop to Shau Kei Wan in relation to the route concerned. The Citybus wished to increase the service frequency in the future according to the passenger demand.

18. Assistant Manager (Planning and Development) of the KMB responded that the KMB noted Members' views on route nos. 43B and 936 and would consider them carefully to meet the residents' needs.

19. The Chairman concluded that Members agreed to the re-routing proposals for most of the bus routes and had made other suggestions for some of the routes. He hopes that the TD and bus companies concerned would be willing to consider Members' views. He also hoped that the HKPF would continue to take stringent law enforcement to maintain smooth traffic.

V Item 4: Improving Bus Services and Facilities
(T&TC Paper No. 2/22-23)

20. The Chairman stated that Mr WONG Ka-wa submitted the paper. The representative from the TD responsible for giving responses was Mr LAU Wing-hang, Will, Senior Transport Officer/Tsuen Wan (STO/TW).

21. Mr WONG Ka-wa introduced the paper.

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

- (1) the TD had all along encouraged bus companies to offer sectional fares and other fare concessions to passengers where financially feasible. It would also follow up on various proposals of fare concessions put forth by the bus companies;
- (2) following the easing of the epidemic situation and gradual resumption of normal activities in society, bus companies had resumed the normal service frequencies of some of the routes during peak hours. The service frequencies of the remaining routes during peak and off-peak hours would also be resumed normal gradually. The TD would monitor the services of the bus routes according to the established mechanism; and

- (3) the TD would collect opinions about the bus stops and various facilities (including bus stop shelters, seats and real-time bus arrival information display panels) from the local community and passengers through various channels, and would follow up such opinions with the bus companies operating in Tsuen Wan district including the KMB, Long Win Bus Company Limited and Citybus.

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

- (1) he was concerned about the problem of lost trips of the route no. 36 series and pointed out that the queuing situation at the en-route stop of route no. 30 (Lei Muk Shue bound) at Lady Trench Polyclinic was not desirable and dispute would easily arise among the passengers. He hoped that the KMB would improve the queuing arrangement. He also pointed out that the real-time bus arrival information display panels installed at Lei Muk Shue bus terminus and the bus stop at Luk Yeung Sun Chuen (Lei Muk Shue bound) were frequently out of order and could not provide real-time information for the passengers. Besides, as the fares of the bus routes travelling from Kowloon to Lei Muk Shue was currently higher than that to Tsuen Wan, he hoped that the bus companies concerned would offer more sectional fares as soon as possible so that passengers could enjoy a more reasonable bus fare (Mr CHAN Yuen-sum, Sumly);
- (2) during a T&TC meeting held last year, he had pointed out that the display panel at the bus stop facing the sea on Luen Yan Street was too low, and taller persons might easily bump their heads against it. However, there had been no improvements so far. He hoped that the TD and bus company concerned would follow up the situation (Mr LUK Ling-chung, Antonio); and
- (3) he hoped that the Tsuen Wan District Office would assist in relaying issues related to people's livelihood (Mr WONG Ka-wa).

24. Manager (Public Affairs) of the KMB responded as follows:

- (1) the KMB noted Members' request for provision of more interchange concessions. It had from time to time offered various kinds of rebate to passengers. For example, passengers could enjoy the offer of "purchase three get one free" when purchasing monthly tickets with Consumption Voucher and redeem gifts with the points earned from taking KMB bus trips. The KMB would continue to review the situation and discuss the possibility of introducing more concessions with the TD;
- (2) the KMB would continue to improve the bus stops and various facilities by installing such facilities as bus stop shelters and seating at suitable locations.

To support the Government's environmental protection and decarbonisation policies, the KMB had installed solar panels on bus stop shelters and lamp posts in recent years;

- (3) the KMB would follow up the queuing situation at the en-route stop at Lady Trench Polyclinic with Members after the meeting;
- (4) if any failures of display panels were identified, Members could notify the KMB for prompt inspection and repair; and
- (5) the KMB had checked the display panel at the bus stop in Luen Yan Street and found that the height of the display panel was in compliance with the guidelines on installation. The KMB had installed recoil pads on the display panel and displayed warning labels to prevent pedestrians from bumping against it. The KMB would arrange for repair if damages were found on the facility.

VI Item 5: Request for a New Footbridge across Cheung Pei Shan Road, Tsuen Wan
(T&TC Paper No. 3/22-23)

25. The Chairman stated that Mr MAN Yu-ming submitted the paper. The representatives from the departments responsible for giving responses were:

- (1) Mr GO Ka-wai, Lock, E/TW3, TD; and
- (2) Mr LEE Huen-yiu, DE/TW, HyD.

26. Mr MAN Yu-ming introduced the paper.

27. E/TW3 of the TD responded as follows:

- (1) the TD had examined Members' proposal on constructing a footbridge at Shing Mun Tunnels Bus Interchange on Cheung Pei Shan Road, Tsuen Wan. Since the bus interchange was constructed on a hillside and was subject to constraints imposed by land formation and environmental space, there was not enough space for the construction of a footbridge thereat;
- (2) at present, the pedestrian flow going to and from both sides of the bus interchange was inadequate to support the implementation of the proposal; and
- (3) if individual passengers needed to go to the opposite side of the bus interchange, they could seek assistance from the staff of the control room of Shing Mun Tunnels.

28. DE/TW of the HyD responded that the TD would first examine the necessity of the project and determine if it should be taken forward. The HyD did not receive any instruction or further information from the TD so far.

(Note: Mr WONG Ka-wa left the meeting at 3:25 p.m.)

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

- (1) villagers of Wo Yi Hop Village and residents of Lei Muk Shue Estate had indicated the problem at Shing Mun Tunnels Bus Interchange many years ago. As footbridges were provided at most bus interchanges at tunnel portals in Hong Kong at present, he hoped that the departments concerned would not focus only on the present situation but deliberate over the population growth brought by future developments and take forward the project expeditiously (Mr YAU Kam-ping); and
- (2) apart from the residents of the entire New Territories West, many visitors would also interchange for buses at Shing Mun Tunnels Bus Interchange during holidays. In view of the relatively high pedestrian flow, he opined that the TD should deploy staff for conducting statistical survey at scene. It was very inconvenient for the pedestrians to travel between the two sides of Shing Mun Tunnels Bus Interchange and such situation was rare in Hong Kong. If it was not feasible to construct a footbridge, he hoped that the TD would consider constructing a pedestrian subway so that passengers would no longer need to make a detour to Cheung Shan Estate for taking buses travelling in the opposite direction. He hoped that the TD would actively consider and accept Members' views rather than focusing on the construction costs only, so as to develop a highly accessible transport network (the Chairman).

30. E/TW3 of the TD responded that the TD noted Members' views. If there was any expansion plan of Shing Mun Tunnels Bus Interchange in the future, the TD would draw reference from Members' suggestions and further consider such plans according to the circumstances at that time.

VII Item 6: Degree of Evenness of the Paving Blocks on Pavements at Seaside Areas in Tsuen Wan District

(T&TC Paper No. 4/22-23)

31. The Chairman stated that Mr LUK Ling-chung, Antonio submitted the paper. The representative from the department responsible for giving responses was Mr LEE Huen-yiu, DE/TW, HyD. Besides, the written reply of the LandsD was tabled at the meeting.

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

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

- (1) term contractors of regular maintenance works engaged by the HyD would conduct regular inspection of the public roads (including pavements and carriageways) and related road facilities managed by the HyD and carry out maintenance works when damages were identified. Inspection was generally conducted once a month. For pavements of higher pedestrian flow, such as Chung On Street and Chuen Lung Street, the inspection frequency would be increased to once a week;
- (2) in addition to conducting relevant inspections regularly, the HyD would also actively follow up on cases of damaged facilities and promptly carry out appropriate maintenance works upon receipt of referrals from other departments and complaints lodged by Members or the public. Members or the public were welcome to report to the HyD situations of uneven or damaged roads at individual locations;
- (3) the contractor would assess the level of damage of the paving blocks based on various conditions (including gaps, cracks and subsidence) to determine if maintenance works should be carried out;
- (4) the HyD had inspected the three sites mentioned in the paper, and there was no sign of extensive and substantial subsidence of the paving blocks so far. The HyD planned to resurface the pavement on Ma Tau Pa Road beside Gunzetal Limited (“site A”) with paving blocks. The contractor was currently applying for implementation of temporary traffic arrangements. If such arrangements were approved, the HyD anticipated that the works would be commenced in the third quarter of this year. As regards the pavement on Yeung Uk Road off the public space between Indi Home and H Cube (“site B”) and the pavement on Yeung Uk Road off Citywalk 2 (“site C”), the HyD had not planned for any extensive resurfacing works; and
- (5) in general, there would be no recurrence of extensive subsidence of paving blocks within a short period after the completion of remedial works.

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

- (1) according to his observation, subsidence of paving blocks was serious in the district, especially on steep road sections such as the section of Shek Wai Kok Road from Shek Wai Kok Bus Terminus to Luk Yeung Sun Chuen and that around Tsuen Wan Ambulance Depot off Fairview Garden. Remedial works could generally be carried out more promptly upon the receipt of complaints lodged by members of the public. Nevertheless, subsidence of paving blocks recurred soon after the completion of remedial works at some locations. He noticed that the remedial works carried out at the roads in the town centre were

- of better quality, and enquired whether this was attributable to the better manual skills possessed by the workers. He hoped that the HyD would provide the contractors with guidelines on supervision so as to avoid recurrence of the subsidence problem due to poor stability or viscosity of the sand bedding under the paving blocks or improper size of paving blocks. He considered that the frequency of inspections conducted by the HyD were inadequate and requested the HyD to step up its inspection efforts with a view to alleviating the problem of subsidence that had been in existence for many years (Mr MAN Yu-ming);
- (2) he pointed out that as many roads in Tsuen Wan district were of high usage, it might not be adequate to carry out inspection and remedial works once a month only. He cited Lo Tak Court as an example. Paving blocks were prone to wear due to daily street washing by cleaners and frequent traffic of pallet trucks carrying packed goods and refuse in the weekend. He recently saw staff of the HyD carrying out remedial works near On Wing Street. However, the remedial works only covered an area involving several paving blocks, and a few of the existing paving blocks were still unevenly laid. The issue of subsidence of paving blocks in Chuen Lung Street was also very serious and had caused accumulation of stagnant water, mosquito infestation and other environmental hygiene problems. He opined that the scale of the inspections and remedial works was relatively small and failed to tackle the problem at source. He wished that the HyD would allocate additional resources for carrying out related work (Mr KOT Siu-yuen);
- (3) as pointed out in the latest Director of Audit's Report, the HyD's efforts in monitoring the contractors engaged in carrying out road remedial works were insufficient, and some works had been delayed and were still pending implementation. In his opinion, the problem was very serious at all the locations mentioned in the paper. He enquired why the HyD only planned to resurface the pavement with paving blocks at site A. Citing Chung On Street as an example, he enquired whether the Government had the responsibility of making compensation to pedestrians who were injured due to tripping on eroded road surface. He also enquired of the HyD whether the need of road remedial works was decided based on the results of site inspections conducted by its staff or the comments given by the contractors. Additionally, he opined that the HyD relied too much on the contractors under the existing mechanism, and hoped that the HyD would tackle the problem in an active manner and provide a hotline for the public to report the problem concerned (Mr CHAN Yuen-sum, Sumly);

- (4) a few years ago, some Members proposed filling the gaps of paving blocks with glue for better binding effect to enhance the evenness and stability of the pavements. Nevertheless, public response to the colour of the binding agent was negative. He requested the HyD to follow up in this regard (the Chairman); and
- (5) he pointed out that the problem of uneven paving blocks was serious at the location where the exhibition of “Din Dong” was staged in Tsuen Wan harbourfront. As children who were playing there could easily trip over such paving blocks, he requested the HyD to send officers for inspection. He also pointed out that filling the gaps between paving blocks with glue would easily cause flooding. It was said that paving blocks of pavements on reclaimed land were more prone to subsidence than those in inland areas. He enquired whether the statement was correct. Besides, the HyD had recently planted five trees on Yeung Uk Road and resurface the pavement with paving blocks. However, subsidence had occurred twice after the completion of the works. He enquired whether the problem was related to the insufficient stability of the sand bedding or involvement of the soil, underground water and underground facilities. He suggested that the HyD should seek professional advice in this regard. He agreed that the HyD should accord priority to the resurfacing works at site A, but pointed out that the road surface at site B was also uneven. He hoped that the HyD would carry out remedial works in a progressive manner (Mr LUK Ling-chung, Antonio).

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

- (1) during reclamation, the weight of the public fill would squeeze water out from the soil. Therefore, subsidence of reclaimed land would take place within a few years after reclamation, but the level of subsidence would be very mild afterwards. So far, there was no evidence indicating that substantial subsidence had occurred in Tsuen Wan after reclamation;
- (2) the HyD would send officers to inspect the road conditions at the location where the exhibition of “Din Dong” was staged in Tsuen Wan harbourfront;
- (3) various factors would lead to the imminent recurrence of subsidence after the completion of resurfacing works, such as weak sand bedding and leakage of underground water mains. Upon identification of road surface subsidence, the contractor concerned would expeditiously carry out remedial works, but sometimes it might not be able to immediately detect various kinds of problems existed underground. The HyD would determine whether the site concerned was a black spot with repeated occurrence of road surface subsidence through

- the inspection reports. If necessary, it would seek assistance from other departments such as the Water Supplies Department for investigation;
- (4) the HyD had increased the inspection frequency of busy roads such as Chung On Street and Chuen Lung Street to once a week. Nevertheless, it would be difficult for the HyD to conduct inspection at all the places in the district in an exhaustive manner. Such being the case, the HyD relied on reports made by the public or Members on damaged roads. Members of the public could make reports through 1823, the HyD's hotline or email; and
 - (5) Members might contact the HyD's engineers and contractors for conducting site inspections of the damaged roads if necessary.

36. The Chairman concluded that regarding the problem of damaged roads, members of the public could leave a message requesting for follow-up if they could not get through to 1823. Members could also reach the department concerned on their initiative to arrange for site inspections. In addition, he requested the HyD to strengthen its efforts on the maintenance of roads.

VIII Item 7: Information Papers

- (A) Traffic Enforcement Result in TWDIST between February and March 2022 Concerned Illegal Parking Location
(T&TC Paper No. 5/22-23)

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

- (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 12 April 2022)
(T&TC Paper No. 6/22-23)

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

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

- (1) road traffic at the section of Hoi Shing Road near Tsuen Wan Plaza and Clague Garden Estate turning onto Tai Chung Road was highly congested during the peak hours on weekdays and holidays. He suggested altering the existing arrangement for changing lanes, and had conducted site visits twice with the representatives of the TD. However, due to the frequent staff movement in the TD, he had not received any reply from the TD regarding the improvement works so far. He therefore requested the TD to take the initiative to contact him and give him a reply (Mr LAU Cheuk-yu); and

- (2) he pointed out that the widening of Kwok Shui Road had been endorsed a few years ago, but the departments had so far failed to provide specific details. He therefore requested such departments to take the initiative to contact him to explain the difficulties and the latest progress of the project (Mr CHAN Yuen-sum, Sumly).

40. The Chairman concluded that representatives of the HyD and TD would follow up on the issues with Members after the meeting.

IX Item 8: Any Other Business

41. Mr LUK Ling-chung, Antonio hoped that the return trip of bus route no. 30X would also be routed via Yeung Uk Road. He also relayed the residents' wish for the cancellation of the routing arrangement of route no. 930X via Nina Tower or postponement of the implementation of such arrangement to after 10:00 a.m. Besides, he requested that the TD and bus companies should improve the notification mechanism in the future, such as making use of mobile instant messaging applications to give him notification about any temporary rescheduling arrangement of bus services, and hoped that the bus companies would improve the design of its website for the convenience of users.

42. The Chairman reminded Members that the next meeting was scheduled on 20 June 2022 and the deadline for submission of papers was 2 June 2022.

X Adjournment of Meeting

43. There being no other business, the meeting was adjourned at 3:56 p.m.

Tsuen Wan District Council Secretariat

16 May 2022