

(Translation)

Minutes of the 3rd Meeting of Traffic and Transport Committee (1/20-21)

Date: 4 May 2020
Time: 2:33 p.m.
Venue: Main Conference Room, Tsuen Wan District Office

Present:

Mr CHIU Yan-loy (Chairman)
Mr YICK Shing-chung, Angus (Vice Chairman)
Mr MAN Yu-ming, MH
Mr NG Hin-lung, Norris
Mr LI Hung-por
Mr SHUM Lester
Mr LAM Sek-tim
Ms CHAN Kim-kam
Mr LUK Ling-chung, Antonio
Mr WONG Ka-wa
Mr KOT Siu-yuen
Mr LAU Chi-hung
Mr LAU Cheuk-yu
Mr PUN Long-chung, Roy
Mr LAU Jackson
Mr LAI Man-fai
Mr TSE Man-chak
Mr TAM Hoi-pong

Government Representatives

Mr CHOW Chun-hun, Gary	Assistant District Officer (Tsuen Wan), Tsuen Wan District Office
Mr FUNG Chun-pang, Alex	District Operations Officer (Tsuen Wan), 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 YUEN Ting-fung, Jacky	Engineer/Tsuen Wan 1, Transport Department
Mr CHEUNG Kim-hung, Michael	Engineer/Tsuen Wan 2, Transport Department
Ms CHAN Hoi-ki, Maggie	District Engineer/General (3), Highways Department
Miss TAI Tsz-yan, Angie	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
Miss CHUNG Sau-ling, Shirley	Executive Officer (District Council)1, Tsuen Wan District Office
Miss CHEUNG Wai-nga, Katherine (Secretary)	Executive Officer (District Council)4, Tsuen Wan District Office

In attendance:

Mr CHAN Yuen-sum, Sumly	Chairman, Tsuen Wan District Council
Ms Peggy WONG	Assistant Manager (Planning and Development), Kowloon Motor Bus Company (1933) Limited
Mr LEUNG Wang-cheong	Assistant Manager (Operations), Kowloon Motor Bus Company (1933) Limited
Ms Betsy LEUNG	Manager (Public Affairs), Kowloon Motor Bus Company (1933) Limited

Attendance by Invitation:

For discussion of item 3

Ms WONG Ling, Ivy	Senior Transport Officer/Bus/NTSW, Transport Department
Mr TSUI Yik-tung, Michael	Transport Officer/Bus/NTSW, Transport Department
Mr WONG Ching-yuen	Assistant Manager (Operations), Kowloon Motor Bus Company (1933) Limited
Mr Rayson LAW	Senior Officer, Planning and Development, Long Win Bus Company Limited
Mr Simon CHAN	Assistant Planning & Scheduling Manager, Citybus Limited/New World First Bus Services Limited
Mr Brian NG	Chief Planning Officer, Citybus Limited/New World First Bus Services Limited

For discussion of item 4

Mr POON Ka-man	Senior Engineer 1/Tsuen Wan Road, Highways Department
Mr LEUNG Shut-wai, Eric	Assistant Engineer 2/Tsuen Wan Road, Highways Department
Mr TAI Pui-lung	Project Manager, AECOM Asia Company Limited

For discussion of item 7

Mr CHEUNG Wing-cheong, Eddie	Engineer/Monitoring and Projects, Transport Department
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For discussion of item 16

Mr Jacky CHAN

Assistant Public Relations Manager - External
Affairs, MTR Corporation Limited

The Meeting

I Opening Remarks and Introduction

The Chairman welcomed the Members and representatives from the government departments and corporations to the 3rd meeting of the Traffic and Transport Committee (T&TC), and introduced Mr FUNG Chun-pang, Alex who succeeded Ms CHIK Ka-man to as the District Operations Officer (Tsuen Wan) of the Hong Kong Police Force (HKPF).

2. The Chairman said that as Items 5, 8, 10, 11, 12 and 15 fell within the same scope, they would be discussed together. Items 7 and 13, which fell within the same scope, would also be discussed together. Members agreed to the arrangements.

3. The Chairman stated that for each agenda item, each Member who submitted a paper might have up to 1 minute to introduce the paper and might make supplementary remarks for 1 minute. Other Members who put forth enquiries or views might speak up to 1 minute, and a maximum of five Members might speak. Each representative from government departments might speak up to 1.5 minutes twice.

(Note: Mr YICK Shing-chung, Angus joined the meeting at 2:38 p.m.)

II Item 1: Confirmation of Minutes of the 2nd Meeting held on 23.3.2020

4. The Chairman said that the Secretariat had received five proposed amendments prior to this meeting. These proposed amendments were set out as follows:

- (1) Mr LUK Ling-chung, Antonio proposed that in paragraph 48 of minutes of the 2nd meeting held on 23 March 2020, “陸靈中議員及岑敖暉議員介紹文件。” (Mr LUK Ling-chung, Antonio and Mr SHUM Lester introduced the paper.) should be amended as “陸靈中議員及岑敖暉議員介紹文件。陸靈中議員補充，他之所以提出以動議形式處理此議題，是因為警方在打擊違泊事宜上未能做到持之以恆，很快便變得軟弱無力。此外，他聽聞警方通常在晚間十時後不會對沒有導致嚴重阻塞的違泊車輛執法，如此屬實，他感到極度不滿，認為如有投訴就應執法。他特別指出，楊屋道與橫龍街交界位置的違泊車輛帶來的潛在危險至為嚴重，他本人就試過因為該路口位的違泊車輛阻擋視線而差點兒被車撞到。” (Mr LUK Ling-chung, Antonio and Mr SHUM Lester introduced the paper. Mr LUK Ling-chung, Antonio added that he moved a motion to handle the issue because the Police failed to make a sustaining effort in combatting illegal parking and such effort became feeble very shortly. Besides, he heard that the Police would not take law enforcement action against illegally parked vehicles which did not cause serious obstruction after 10:00 p.m. in general. He would be extremely discontented if it was true because he opined that law enforcement should be conducted upon receipt of complaints. He particularly pointed out that the illegally parked vehicles at the junction between Yeung Uk Road and Wang Lung Street posed the greatest potential danger. He was almost knocked down by a

vehicle due to vision obstructed by the illegally parked vehicles at the said junction.);

- (2) Mr LUK Ling-chung, Antonio proposed that in line 1 of paragraph 53 of minutes of the 2nd meeting held on 23 March 2020, “陸靈中議員宣讀臨時動議” (Mr LUK Ling-chung, Antonio read out an impromptu motion) should be amended as “陸靈中議員宣讀動議” (Mr LUK Ling-chung, Antonio read out the motion);
- (3) Mr NG Hin-lung, Norris proposed that in line 2 of paragraph 64(1) of minutes of the 2nd meeting held on 23 March 2020, “引致車程延誤數分鐘至數十分鐘” (the journey time was consequently delayed for a few to tens of minutes) should be amended as “引致車程延誤數分鐘至十多分鐘” (the journey time was consequently delayed for a few minutes to 10 minutes or so);
- (4) Mr LUK Ling-chung, Antonio proposed that in line 4 of paragraph 85(3) of minutes of the 2nd meeting held on 23 March 2020, “乘搭 30 號線經大河道到如心廣場巴士總站” (taken another trip of route no. 30 at Tsuen Wan Station to Nina Tower Bus Terminus via Tai Ho Road) should be amended as “乘搭 30X 號線經大河道到如心廣場巴士總站” (taken another trip of route no. 30X at Tsuen Wan Station to Nina Tower Bus Terminus via Tai Ho Road); and
- (5) Mr NG Hin-lung, Norris proposed that in line 3 to 4 of paragraph 85(8) of minutes of the 2nd meeting held on 23 March 2020, “因此對運輸署的解釋表示不解，並認為巴士路線改道屬常見措施，但應同時作出整體改動” (Thus, the explanation by the TD confused him. In his opinion, the re-routing of bus routes was common, but overall changes should be made at the same time) should be amended as “因此對運輸署的解釋表示不解。巴士路線不時需要改動，但應有全盤計劃” (Thus, the explanation by the TD confused him. Although adjustments had to be made to the bus routes from time to time, there should be a comprehensive plan).

5. The minutes of the 2nd meeting held on 23 March 2020 were confirmed with proposed amendments.

(Note: Mr KOT Siu-yuen and Mr LAU Cheuk-yu joined the meeting at 2:40 p.m.)

6. Mr NG Hin-lung, Norris suggested that the Secretariat should provide Members with a written summary for perusal in case there were several proposed amendments to the minutes in the future.

7. The Chairman requested the Secretariat to note the Member's view.

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

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

IV Item 3: Bus Route Planning Programme 2020-2021 for Tsuen Wan District
(T&TC Paper No. 1/20-21)

9. The Chairman stated that the Transport Department (TD) submitted the paper and introduced the representatives from the TD and bus companies responsible for briefing on the captioned item, including:

- (1) Ms WONG Ling, Ivy, Senior Transport Officer/Bus/NTSW of the TD;
- (2) Mr TSUI Yik-tung, Michael, Transport Officer/Bus/NTSW of the TD;
- (3) Ms Betsy LEUNG, Manager (Public Affairs) of the Kowloon Motor Bus Company (1933) Limited (KMB);
- (4) Ms Peggy WONG, Assistant Manager (Planning and Development) of the KMB;
- (5) Mr LEUNG Wang-cheong, Assistant Manager (Operations) of the KMB;
- (6) Mr WONG Ching-yuen, Assistant Manager (Operations) of the KMB;
- (7) Mr Rayson LAW, Senior Officer, Planning and Development of the Long Win Bus Company Limited (Long Win);
- (8) Mr Simon CHAN, Assistant Planning & Scheduling Manager of the Citybus Limited/New World First Bus Services Limited (Citybus); and
- (9) Mr Brian NG, Chief Planning Officer of the Citybus.

10. The Chairman stated that for the captioned item, each Member might speak up to 1.5 minutes and make supplementary remarks for 1 minute. Each Member might speak for a maximum of two times. The representatives from the government department and bus companies might have up to 5 minutes to introduce the paper. They would give response in two rounds, of which the total time for giving response would be 15 minutes each.

11. Senior Transport Officer/Bus/NTSW of the TD introduced the paper.

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

- (1) as route no. 930X bound for Hong Kong Island would terminate at Causeway Bay (Moreton Terrace), there was currently no bus route travelling directly to Hong Kong Island East in Tsuen Wan district. For bus routes operating via Island Eastern Corridor to the more eastern parts of Hong Kong Island East, areas around Fortress Hill and North Point would be skipped. Therefore, she enquired about the feasibility of extending the routing of route no. 930X in future bus route planning or that of designing a bus route travelling directly to Hong Kong Island East from Tsuen Wan (Ms CHAN Kim-kam);
- (2) many residents complained to him about the lack of outward and return trips of route no. 930X, especially during morning and evening peak hours. They were also concerned about whether the journey time of route no. 930X would become longer due to traffic congestion after its re-routing via Hennessy Road. Route no. 33 was well received since its introduction in last summer. Many residents hoped that its service frequency on Saturdays, Sundays and public holidays would increase, and complained about the problem of lost trips of route no. 33. Thus, he suggested increasing its service frequency on weekdays. Besides, route nos. 234X, 30X and 33A had a very long routing. He believed that the routings had been adopted for many years and hoped that the TD would conduct a review (Mr LUK Ling-chung, Antonio);

- (3) he welcomed the introduction of route no. A30 operating via Shek Lei. However, he thought that it was unreasonable to arrange route no. A30 to travel via Kwai Fong from Lei Muk Shue and to re-route route no. A32 via several locations in Tsing Yi. In both cases, the need of the residents in Shek Wai Kok and Cheung Shan Estate for access to the airport was neglected. He hoped that the routing design of these two routes would be further considered (Mr LAI Man-fai);
- (4) he enquired about the increase in journey time and the patronage of route no. 930X after its re-routing via Tai Ho Road and Tsuen Wan Nina Tower Bus Terminus, and whether the impact on passengers who boarded or alighted in the vicinity of Discovery Park had been considered. In view of the serious traffic congestion in the vicinity of Tsuen Wan Nina Tower Bus Terminus, he believed that the time it took for the residents of Ocean Pride to go to Tsuen Wan Nina Tower Bus Terminus on foot after alighting at Tai Chung Road would be similar to that by taking a bus (Mr LAU Cheuk-yu);
- (5) he suggested increasing the number of bus trips of route no. 36X departing from Tsim Sha Tsui East in the afternoon to four trips. He welcomed the increase in service frequency of route no. 40P, and suggested designating its bus terminal in Tsuen Wan and providing whole-day service of route no. 40P so as to share the patronage of route nos. 38 and 40. He also requested an extension of the service hours of route no. N36 to 3:30 a.m. with a view to bringing convenience to residents of Lei Muk Shue who would return home from the airport after work in the small hours when the epidemic was over. Besides, he suggested that provision of sectional fares for bus routes operating via Lei Muk Shue should start from Kwai Hing rather than North Kwai Chung Jockey Club Swimming Pool (Mr WONG Ka-wa);
- (6) he was disappointed with the lack of improvement proposals concerning the vicinity of Tsing Lung Tau and Sham Tseng in the Bus Route Planning Programme (BRPP) 2020-2021. As many companies set up their offices in Kowloon East, and there was a keen demand for route no. 234D, he requested an increase in the service frequency of route no. 234D and introduction of route no. 261C which travelled from Tuen Mun East to Kowloon East via Tuen Mun Road, Tsing Lung Tau and Sham Tseng. Many residents had voiced concern about the immense inconvenience of travelling from Tsing Lung Tau and Sham Tseng to Yau Ma Tei and Tsim Sha Tsui. Hence, he suggested providing whole-day service of route no. 261B and, during the service hours of route no. 261B, special return trips of route no. 52X departing from Sham Shui Po to maintain the regularity of bus services from Mei Foo to Sham Shui Po. He also suggested extending the routing of route no. 252 to Tsuen Wan and Kwai Fong via Tsing Lung Tau and Sham Tseng to meet the passenger demand and expand the interchange network of Tuen Mun Road Bus-Bus Interchange. As members of the public gradually returned to their workplaces for work, he suggested increasing the service frequency of route nos. 962B and 962E. Besides, regarding the proposed re-routing of route no. 52X via Tuen Mun Road Bus-Bus Interchange (Kowloon bound) in BRPP 2019-2020, which was put forth to facilitate the interchange to other routes by passengers, he opined that provision of interchange concessions could be implemented first, and

the study on the controversy over the routings could continue afterwards (Mr NG Hin-lung, Norris);

- (7) as many residents of Northeast Kwai Chung were grassroots workers working in Kowloon East, he supported the increase in the frequency of route no. 40P. However, the problem of Shek Wai Kok Bus Terminus should be tackled first, and the bus service of route no. 40P should operate throughout the day (Mr MAN Yu-ming);
- (8) in view of the great changes in the transport of Ma Wan lately, he had been striving to end the monopoly on the transport of Ma Wan, which was all along held by the Sun Hung Kai Properties Limited (SHK), and create competition with the Park Island Transport Company Limited (PITCL). The PITCL ignored the opposition from residents and ceased the operation of route nos. NR334 and NR338 on grounds of the epidemic. As the PITCL was the sole operator of the transport service in areas around Ma Wan, and the residents of Ma Wan had no bargaining power at all, he was concerned about how the bus service to and from the airport could be resumed in the future (Mr TAM Hoi-pong); and
- (9) he requested increase in frequency of route no. 33 bound for Kowloon East during peak hours on weekdays, weekends and public holidays. He was also concerned about the serious problem of lost trips of bus routes in the district. Taking route no. 238X as an example, he had once waited for one of its trips for 45 minutes to an hour. In this connection, he enquired of the TD about the calculation and monitoring mechanism on lost trips of buses. Besides, the previous term of the District Council (DC) had discussed the widening of Wing Tak Street for easy access by buses. He was concerned about the works progress and whether the KMB and Citybus had considered the corresponding re-routing arrangement in view of the works (Mr SHUM Lester).

13. Chief Planning Officer of the Citybus responded as follows:

- (1) the journey time of route no. 930X after re-routing via Hennessy Road was similar to that of the current routing via Gloucester Road. As the routing would be more direct after re-routing, the journey time would be shorter than that at present in some periods;
- (2) regarding route no. 930X bound for Discovery Park, the journey time for the proposed routing via Tsuen Wan Nina Tower Bus Terminus was about two minutes longer than that for the routing via Tai Chung Road in the BRPP implemented last year;
- (3) the Citybus would closely keep in view the passenger demand for route nos. 962B, 962E and 930X, and would gradually resume the service frequencies to the normal level according to the actual patronage; and
- (4) regarding the widening of Wing Tak Street, the Citybus would discuss the service arrangements of the bus routes concerned with the TD in a timely manner.

14. Assistant Manager (Planning and Development) of the KMB responded as follows:
- (1) the patronage of route no. 33 had been increasing steadily since its introduction. It was particularly high during the morning and evening peak commuting hours. The KMB would consider making service adjustment after the epidemic had eased and the commuting pattern of passengers had become regular;
 - (2) the KMB noted the proposed service provision of route no. 33 in weekends and public holidays. It would consider whether to expand the service according to the patronage development trend;
 - (3) the KMB noted the unstable service frequencies caused by lost trips of buses or traffic congestion in the district. As the heavy traffic in areas around Mong Kok would have a direct impact on the stability of service frequencies of route nos. 33A, 234X, 30X and 238X, the KMB would consider making adjustments to individual routes;
 - (4) in the light of the development of the business areas in Kowloon East, the patronage of route no. 40P had been on the increase. However, due to the space constraint in Shek Wai Kok Bus Terminus, additional bus vehicles could not be accommodated for enhancement of the service of route no. 40P. The KMB noted Members' proposals on designating the bus terminal of the above route in Shek Wai Kok or Tsuen Wan and providing whole-day service of the said route; and
 - (5) the KMB noted the request for service enhancement of route nos. N36, 234D, 261B, 52X and 252.

15. Senior Officer, Planning and Development of the Long Win noted Members' views on the routings of route nos. A30 and NA30. The Long Win's purpose for introducing the two routes was to provide residents in the vicinity of Northeast Kwai Chung and Lei Muk Shue with bus services for direct access to the airport and Hong Kong-Zhuhai-Macao Bridge Hong Kong Port. Hence, the routing was designed to be as direct as possible by running from Lei Muk Shue to the airport via Kwai Fong and the expressway. The re-routing proposal of route no. A32 was also incorporated into BRPP 2020-2021 with a view to creating synergy and improving the overall bus route network of airport bus service. The Long Win also hoped to introduce the bus routes as soon as possible upon the recovery of passenger demand for departure and arrival at the airport.

16. Senior Transport Officer/Bus/NTSW of the TD responded as follows:
- (1) regarding the proposals on rationalisation of various routes, the TD would review the actual operation of the routes concerned with the bus companies and study the feasibility of improving or enhancing their operational efficiencies;
 - (2) the TD would liaise with the KMB to study the feasibility of enhancing the bus services to Kowloon East;
 - (3) the TD noted the Member's concern over the routing of route no. A30 and the proposals on review of the bus services provided in areas around Sham Tseng including route nos. 261B, 52X, 252, 962B and 962E, sectional fare concessions and interchange arrangement for bus routes travelling in opposite directions;

- (4) regarding the proposed bus route departing from Tsuen Wan town centre to Hong Kong Island East, the TD confirmed the introduction of special bus trips plying between Tsuen Wan West Station and Sai Wan Ho in 2019. The related preparation work was underway at present; and
 - (5) the TD would compare the actual departures of the bus routes concerned with the details set out in the approved Schedules of Service to review the situation of lost trips of these bus routes.
17. Senior Transport Officer/Tsuen Wan of the TD responded as follows:
- (1) the TD had been keeping in view the problem of lost trips of franchised bus services including route nos. 238X and 32 and following up on the problem with the KMB including conducting frequency survey on route no. 32;
 - (2) as the Government gradually resumed public services at present, the TD had requested the bus companies to provide adequate bus trips during peak hours. The KMB had enhanced its services since late April 2020. So far, the service frequencies of various bus routes including routes no. 238X and 32 were improved;
 - (3) in the past two weeks, the TD had been liaising with the Member concerned and the resident representative of Ma Wan to follow up on the residents' bus services of Ma Wan. The PITCL had not submitted any application for extending the provision of service of its existing airport bus routes upon expiry of its licence. The TD noted that the PITCL had proposed maintaining the bus service to and from the airport during peak hours. The arrangement would be reviewed after the epidemic; and
 - (4) the TD would continue to keep in view the residents' bus services of Ma Wan and carry out the coordination work with a view to facilitating the reaching of an agreement between the operator and representative of passengers.
18. The views and enquiries of Members were summarised as follows:
- (1) learning that a bus route running from Tsuen Wan West to Hong Kong Island East would be introduced in 2020, he enquired about the reason for the proposal yet to be implemented so far and the timetable for commissioning the route. He was also concerned that the provision of only one return trip would not be adequate to meet the passenger demand, and thus suggested providing additional forward and return trips in the morning and afternoon (Mr LAM Sek-tim);
 - (2) he suggested that a bus stop should be provided on Queen Street for route no. 930X bound for Tsuen Wan (Mr LUK Ling-chung, Antonio);
 - (3) the patronage for route no. 36 bound for Tsuen Wan was relatively high at present. Hence, he suggested that for bus routes travelling to Tsuen Wan via Wo Yi Hop Road, including route nos. 48X, 278X and 73, a standardised sectional fare of \$4.3 should be provided, with reference to the arrangement adopted for route no. 36, for optimal use of bus resources. Moreover, he suggested introducing a sectional fare in Lei Muk Shue Estate for bus routes plying between Sha Tin, Shek Wai Kok and Cheung Shan Estate via Shing Mun Tunnel and route no. 936 (Mr WONG Ka-wa);
 - (4) the core issue of the traffic problem of Ma Wan was the lack of substitution for the bus services of Ma Wan. Prior approval from the SHK was also required for all bus routes entering Ma Wan (Tung Wan Bus Terminus). He thus enquired of the

TD how the airport bus service of Ma Wan could be resumed, and opined that the SHK broke its promises made during the sales of residential properties back then (Mr TAM Hoi-pong); and

- (5) many residents pointed out that buses operating route no. 962B would encounter traffic congestion when they passed the vicinity of Queen's Road Central in Central during evening peak hours on weekdays. He hoped that the Citybus would continue to explore solutions with him in this respect. Traffic congestion around Kwun Tong had seriously delayed the departure of route no. 234D. He thus suggested relocating the bus terminal of the route to Lam Tin. As route no. 53 operated at a headway of 30 to 35 minutes at present, the implementation of a sectional fare for the section from Tuen Mun to Sham Tseng for route no. 52X could benefit the residents. Besides, he suggested implementing a sectional fare for the section of Hong Kong Island for route no. 962B, reducing the sectional fare for the section from Sham Tseng to Sea Crest Villa for route nos. 234A and 234B, and reducing the fare of route no. A38 to facilitate the residents in Tsing Lung Tau to travel to Tsuen Wan (Mr NG Hin-lung, Norris).

19. Chief Planning Officer of the Citybus responded that the Citybus would actively explore the feasibility of providing a bus stop on Queen Street for route no. 930X bound for Tsuen Wan. It would also follow up the impact of traffic congestion in Central on the operation of route no. 962B and the proposed implementation of sectional fares with the Members concerned.

20. Assistant Manager (Planning and Development) of the KMB stated that the KMB would consider Members' proposals on implementation of sectional fares and two-way section fares for different routes taking into account the interests of the company and passengers. The buses operating route no. 234D failed to arrive at the bus terminal on time and to comply with the time of departure as stipulated in the Schedule of Service due to traffic congestion around Kwun Tong during peak hours. This was beyond the control of the KMB. The KMB noted the proposal on relocating the bus terminal of the said route from Kwun Tong to its neighbouring areas.

21. Senior Officer, Planning and Development of the Long Win stated that the Long Win would consider the possibility of implementing a sectional fare for route no. A38 according to its financial situation and passengers' preference.

22. Senior Transport Officer/Bus/NTSW of the TD responded as follows:

- (1) the TD was currently carrying out the preparation work for the new route plying between Tsuen Wan West and Sai Wan Ho in order to select the right bus operator for provision of service. The TD would liaise with the operator to study the feasibility of enhancing service arrangements such as service frequency according to the change in passenger demand upon introduction of the route; and
- (2) the TD noted the proposals on providing a standardised fare for the section from Shing Mun Tunnel to Tsuen Wan for bus routes at \$4.3 to be same as that of route no. 36, providing bus-bus interchange concessions for cross-harbour routes, implementing sectional fares at Tuen Mun Road Bus-Bus Interchange, and

providing additional bus-bus interchange concessions or sectional fares for route nos. 234A, 234B, 962B and A38. The TD would encourage the bus companies to consider the proposals subject to their operation.

23. Senior Transport Officer/Tsuen Wan of the TD responded that the TD would promptly process the application submitted by the PITCL and the resident representative for operation of residents' bus service plying between Ma Wan and the airport upon receipt. However, as far as it knew, the PITCL and the resident representative had not reached an agreement so far. It would continue to carry out coordination work.

24. The Chairman concluded that he suggested that the bus companies concerned and the TD should discuss with the Members concerned the problems arose from the bus routes after the meeting. If matters under dispute still could not be resolved, they might be handed over to the corresponding working group for handling.

V Item 4: Investigation on Widening of Tsuen Wan Road, Extension of Existing Vehicular Bridge at Texaco Road and the Associated Junction Improvement Works
(T&TC Paper No. 2/20-21)

25. The Chairman stated that the Highways Department (HyD) submitted the paper and introduced the representatives from the HyD and the corporation responsible for briefing on the captioned item, including:

- (1) Mr POON Ka-man, Senior Engineer 1/Tsuen Wan Road of the HyD;
- (2) Mr LEUNG Shut-wai, Eric, Assistant Engineer 2/Tsuen Wan Road of the HyD; and
- (3) Mr TAI Pui-lung, Project Manager of the AECOM Asia Company Limited.

26. The Chairman stated that for the captioned item, each Member might speak or raise enquiries once for up to 1.5 minutes. The representatives of the department and the corporation might have up to 8 minutes to introduce the paper. The total time for giving response was 10 minutes.

27. Assistant Engineer 2/Tsuen Wan Road of the HyD introduced the paper.

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

- (1) he learnt that the works included the study on installation of noise barriers, which aroused great concern among residents of City Point and Ocean Pride. In this connection, he enquired whether the works would include the installation of noise barriers, and hoped that the works would be implemented as soon as possible. Besides, the residents were very concerned about the noise problem. Recently, he had complained to the Director of Highways about the HyD's failure to conduct consultation on other road works before their implementation, which had caused noise nuisance to the residents even in the small hours. He therefore requested the HyD to implement noise mitigation measures during construction and to avoid carrying out works at night as far as possible (Mr LUK Ling-chung, Antonio);
- (2) he largely supported the provision of an exclusive left-turn lane to Tsing Yi, and enquired of the HyD the reasons that the works of connecting and extending the existing vehicular bridge at Texaco Road (the works of the bridge to nowhere) had

been delayed for more than 10 years. Besides, despite the anticipated increase in vehicular flow upon completion of the widening of the entire Tsuen Wan Road, he estimated that the HyD would not be able to install noise barriers in the end due to space constraint. Therefore, he enquired whether it was possible to carry out the installation of noise barriers only without taking forward the widening works. He further enquired whether the HyD could take short and medium-term measures to solve the traffic congestion at Tsuen Tsing Interchange and at the traffic bottleneck around Yeung Uk Road and Wang Lung Street. He was also worried that the proposed widening of Tsuen Wan Road would, on the contrary, pose a serious impact on the residents and environment in the surrounding area (Mr TAM Hoi-pong);

- (3) he hoped that the HyD would report the findings of the investigation study to the T&TC as early as possible if it managed to complete the study before 2022. He believed that the report would cover the installation of noise barriers. The works of the bridge to nowhere had been delayed for almost 20 years, and were criticised by the Office of the Ombudsman (OFOMB). As most of the residential premises of the housing estates along the road were occupied at present, he hoped that the HyD would commence the works promptly (Mr WONG Ka-wa);
- (4) he enquired whether there was any technology available for reducing the noise generated by heavy vehicles running on Tsuen Wan Road, and relayed that many residents hoped for the installation of noise barriers along Tsuen Wan Road. Besides, he enquired whether the objective of the widening of Tsuen Wan Road was to solve the traffic congestion around Yeung Uk Road and Wang Lung Street. He also queried the effectiveness of the widening works, and was concerned about the future planning of the works of the bridge to nowhere (Mr LAM Sek-tim);
- (5) he agreed that the works of the bridge to nowhere and provision of an exclusive left-turn lane to Tsing Yi should be implemented to alleviate the traffic congestion in the district. He also enquired about the works details of the widening works of Tsuen Wan Road out of the concern that the distance between the road and housing estates such as Ocean Pride and Parc City would be shortened after the road had been widened (Mr LAU Jackson);
- (6) as the project consultant had completed the traffic flow census and simulated options, he hoped that the HyD would further elaborate on the objectives of the proposed widening of Tsuen Wan Road and provide relevant data to facilitate the Members' consideration of whether the existing simulated options could effectively alleviate the traffic problem in the district (Mr LAU Chi-hung); and
- (7) he agreed with the Members' concern as to whether the installation of noise barriers was included in the works. He also agreed that the works would pose enormous impact on residents of all housing estates along the highway at the waterfront. Besides, he enquired about the works schedule, and hoped that the HyD would consider how the impact on residents could be minimised during the works (the Vice Chairman).

29. Senior Engineer 1/Tsuen Wan Road of the HyD responded as follows:

- (1) the HyD had studied the technical feasibility of installing noise barriers on the existing flyover of Tsuen Wan Road. However, as the existing flyover of Tsuen

Wan Road had been completed for many years, its original structure would not be able to support the additional loading from the noise barriers or noise enclosures to be installed. Besides, installation of noise barriers or noise enclosures on the existing road would affect the road improvement works under planning. In this connection, it was necessary to consider the installation of noise barriers together with the proposed widening of Tsuen Wan Road;

- (2) the HyD and its project consultant would conduct environmental impact assessments in accordance with the Environmental Impact Assessment Ordinance (Cap. 499), including assessing the impact on the surrounding environment during and after the works, such as the impact of traffic noise from the widened road sections on nearby residents. Appropriate mitigation measures would also be considered. However, the timetable for taking forward the noise mitigation measures could be formulated only after the investigation study had generally been completed;
- (3) regarding the report issued recently by the OFOMB on idle flyovers and bridges to nowhere, including the stub end remaining on the existing Texaco Road flyover, the HyD had reported on the traffic review and improvement schemes for Tsuen Wan Road and associated junctions to the T&TC in November 2017. Some Members had proposed connecting Texaco Road flyover to Tsing Tsuen Road at that time. Subsequently, the TD commissioned the HyD to conduct a study on the proposed connection works of the flyover under the widening project of Tsuen Wan Road. The extended flyover could divert the vehicular flow of goods vehicles travelling to Tsing Yi and the airport via Tsuen Tsing Interchange after taking a right turn on Yeung Uk Road onto the flyover, thereby reducing the road traffic at Tsuen Tsing Interchange. At the same time, vehicles taking a left turn on Kwai Fuk Road might also travel onto Tsing Tsuen Road (Tsing Yi bound) via the extended flyover. He reiterated that the proposed extension of Texaco Road flyover was included in the scope of the investigation study on the widening project of Tsuen Wan Road;
- (4) the HyD and its project consultant were actively conducting the investigation study to explore and formulate feasible engineering options. Multiple assessments including the environmental impact assessment, traffic impact assessment, land impact assessment and drainage impact assessment were also underway. The HyD would consult the public and the DC in a timely manner, gazette the proposed road plan in accordance with the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and carry out the preliminary design work. In order to allow sufficient time for going through all the relevant procedures, the HyD expected that the investigation study would be completed in 2022. The HyD would strive to take forward the extension of the existing Texaco Road flyover and the improvement works at Tsuen Tsing Interchange promptly;
- (5) the HyD noted Members' concern over the traffic. The main objective of the widening works of Tsuen Wan Road was to meet the existing and anticipated traffic demand on Tsuen Wan Road, so as to cope with the traffic flow diverted to Tsuen Wan Road due to the development in Tsuen Wan district and Northwest New Territories in the future;

- (6) regarding the works details of the widening of Tsuen Wan Road, the scope of the HyD's study would include different design options besides the widening of the road, such as the provision of a new flyover adjacent to the existing one or phased demolition and reconstruction of the existing flyover. Yet, the project consultant had to first confirm their technical feasibilities and consider their impacts on nearby residents; and
- (7) the project consultant had preliminarily completed the traffic flow census and traffic simulations, which were pending examination by the departments concerned. Hence, they were intended for internal reference only for the time being. Members might first draw reference from the average annual daily traffic published by the TD at this stage.

30. Engineer/Tsuen Wan 1 of the TD responded that the TD would collect the traffic data of major roads every year. The average daily vehicular flow at the section of Tsuen Wan Road near Tsuen Tsing Interchange was 80 340, 84 760 and 87 110 in 2016, 2017 and 2018 respectively.

31. The Chairman stated that Members supported the extension of Texaco Road flyover and the provision of an exclusive left-turn lane to Tsing Yi. He thus suggested according priority to the implementation of these projects and giving consideration to promptly handling the issue of noise barriers which was of Members' concern. Consideration should also be given to handling the controversial works on the widening of Tsuen Wan Road in phases. He hoped that the HyD would inform the T&TC after formulating a proposal.

32. Senior Engineer 1/Tsuen Wan Road of the HyD responded that the HyD would strive to complete the extension works of Texaco Road flyover and provision works of an exclusive left-turn lane to Tsing Yi during the early stage of the works of widening of Tsuen Wan Road in order to alleviate the traffic problem in the district. Moreover, the HyD and TD would continue to closely monitor the traffic condition of the road section concerned and explore feasible proposals to deal with the traffic matter of Members' concern.

33. The Chairman concluded that he requested the HyD to report the latest progress and discuss with the T&TC in a timely manner.

VI Item 5: Request to Increase the Number of Sectional Fares for the Bus Routes To and From Lei Muk Shue Estate, Item 8: Request to Install Openable Windows to Improve Air Ventilation on All Buses, Item 10: Introduction of Special Departures of Bus Route No. 36, Item 11: Lost Trips of Buses and Green Minibuses in the Vicinity of Shek Wai Kok, Item 12: Request to Study the Rationalisation and Improvement of Bus and Minibus Routes in the Vicinity of Belvedere Garden As Soon As Possible and Item 15: Follow-up on the Arrangements of Airport Bus and Late Night Bus Route from Central to Ma Wan

(T&TC Paper Nos. 3/20-21, 6/20-21, 8/20-21, 9/20-21, 10/20-21 and 13/20-21)

34. The Chairman stated that Mr WONG Ka-wa, Mr NG Hin-lung, Norris, Mr LAU Jackson, Mr LAI Man-fai, the Vice Chairman and Mr TAM Hoi-pong submitted T&TC Paper Nos. 3/20-21, 6/20-21, 8/20-21, 9/20-21, 10/20-21 and 13/20-21 respectively. The

representatives from the department and the corporation responsible for giving response were:

- (1) Mr LAU Wing-hang, Will, Senior Transport Officer/Tsuen Wan of the TD;
- (2) Miss Betsy LEUNG, Manager (Public Affairs) of the KMB;
- (3) Ms Peggy WONG, Assistant Manager (Planning and Development) of the KMB; and
- (4) Mr LEUNG Wang-cheong, Assistant Manager (Operations) of the KMB.

Besides, the written replies of the TD and PITCL were tabled at the meeting.

35. The Chairman stated that for the captioned item, Members who submitted a paper might have up to 1 minute to introduce the paper and could make supplementary remarks for up to 1 minute. Members might speak once to raise enquiries or views for up to 1 minute. The representatives from the department and the bus company would give response in two rounds. The total time for giving response in the first and second round was 10 minutes and 6 minutes respectively.

36. Mr WONG Ka-wa introduced T&TC Paper No. 3/20-21.

37. Mr NG Hin-lung, Norris introduced T&TC Paper No. 6/20-21.

38. Mr LAU Jackson introduced T&TC Paper No. 8/20-21.

39. Mr LAI Man-fai introduced T&TC Paper No. 9/20-21.

40. The Vice Chairman introduced T&TC Paper No. 10/20-21.

41. Mr TAM Hoi-pong introduced T&TC Paper No. 13/20-21.

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

- (1) in the light of the public concern over air ventilation in bus compartments under the epidemic, the KMB had implemented a pilot scheme on retrofitting bus window vents. Under the scheme, some double-decker buses of new models were retrofitted with horizontal ventilation windows at the front and rear of each deck to facilitate natural ventilation and reduce the risk of infection. By mid-April 2020, more than 100 buses operating mainly in urban areas with higher patronage were retrofitted with such window vents. The KMB would decide on the next step subject to the feedback from passengers; and
- (2) the KMB fleet was installed with air-conditioning systems consisting of two layers of filters. The first layer could filter out dust or pollutants which were larger in size in air, whereas the second layer could purify air through ionisation and remove tiny substances and bacteria.

43. Assistant Manager (Operations) of the KMB responded as follows:

- (1) regarding the problem of lost trips of route no. 36, two bus trips of route no. 36 might arrive at the bus terminal at the same time due to heavy traffic around Sha Tsui Road at night. If resources for the existing route were transferred to support

the operation of special departures, it would be difficult to maintain the operation of route no. 36 at a headway of 10 minutes. The KMB estimated that the service headway would be lengthened and the route would be operated at a headway of approximately 13 to 15 minutes;

- (2) as the service area of route no. 36 covered Lei Muk Shue, Cheung Shan and Shek Wai Kok, the KMB would maintain its current service frequency. Besides, many goods vehicles would load/unload around Sha Tsui Road, causing traffic congestion. The KMB thus hoped that the Police would strengthen law enforcement to enhance the stability of the trips of route no. 36. The KMB would also closely monitor the situation in the meantime; and
- (3) at present, the service of route no. 32 was maintained at a headway of 20 to 25 minutes in evening peak hours. The KMB noted the relatively low service frequency of the said route, and so it had been keeping in view its service frequency since late April 2020. According to recent observations, buses operating the said route departed from the bus terminal in accordance with the time stipulated in its Schedule of Service. There was also no serious congestion during the bus journey. However, due to the heavy traffic on Nathan Road, its service frequency was relatively less stable in the past few days.

44. Senior Transport Officer/Tsuen Wan of the TD responded as follows:

- (1) the TD would encourage the KMB to consider Members' proposed sectional fare arrangements;
- (2) the KMB's scheme on retrofitting bus window vents was still at the trial stage. The TD would continue to maintain communication with the KMB;
- (3) as the number of passengers of route no. 36 boarding/alighting at bus stops along the section from Luk Yeung Sun Chuen, Shek Wai Kok Estate, Cheung Shan Estate to Ho Fung College for route no. 36 in afternoon peak hours accounted for 40% of the overall patronage of the route, the TD had no plan to allocate resources to introduce special departures routing via Castle Peak Road for the time being;
- (4) the TD noted that the service frequency of route no. 32 was unstable earlier, and had followed up the situation with the KMB. The situation was improved since late April 2020. According to the on-site observation by the staff of the TD, the service of route no. 32 could be maintained at a headway of 25 minutes as set out in the Schedule of Service on the day prior to the T&TC meeting. It could also be maintained at a headway of 20 minutes during the morning peak hours between 7:00 a.m. and 8:00 a.m. on the day of the T&TC meeting. The TD would continue to monitor the situation closely;
- (5) the TD noted the demand for route nos. 934, 234C, 234D and 33, of which the patronage decreased due to the epidemic currently. The TD and the bus company would consider making adjustments subject to the passenger demand after the patronage had become stable;
- (6) route nos. 34M and 234B could meet the service demand in general before the epidemic. The TD would continue to monitor their operation with various operators. After the last departure of route no. 34M in late night, residents might choose to take route nos. 96B, 40 or N252 for travelling to the vicinity of Belvedere Garden and Bayview Garden. Noting that residents of Belvedere Garden and

Bayview Garden might choose to take green minibus (GMB) because of its shorter journey and lower fare, the TD would monitor the service demand for various GMB routes and follow up the problem of lost trips of GMB; and

- (7) as the PITCL and the resident representative of Ma Wan had not arrived at an agreement so far, the TD would continue to play a coordinating role between the two parties. As the services of route nos. NR334 and NR338 were suspended at present, residents of Ma Wan had to interchange for other public transport at Tsing Yi or Kwai Fong.

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

- (1) as far as he knew, some GMB operators would privately re-allocate resources in some situations, resulting in an unstable service frequency of GMB routes during peak hours. Taking GMB route no. 96B as an example, it had a very serious problem of lost trips at night. He thus requested to increase the service frequency of buses and GMBs routing through the vicinity of Belvedere Garden and Bayview Garden. Besides, he was disappointed that the TD refused to conduct a study on the feasibility of introducing a route travelling directly from Belvedere Garden to Tsing Yi, Kowloon Tong and Tsuen King Circuit on the excuse that there were other interchange routes available at present (the Vice Chairman);
- (2) there had always been a keen passenger demand for route no. 36, but its problem of lost trips remained unsolved given the traffic congestion and obstruction of buses approaching caused by the frequent loading/unloading activities in the vicinity of Sha Tsui Road. Therefore, he suggested considering the relocation of the bus stops or combating the loading/unloading activities at the road section concerned with a view to tackling the problem of lost trips of other bus routes. Besides, he suggested extending the pilot scheme on retrofitting bus window vents to cover the long haul bus routes in the New Territories (Mr MAN Yu-ming);
- (3) he hoped that the pilot scheme on retrofitting bus window vents would be extended to cover most of the bus routes, and supported the Members' proposal on introducing special trips for route no. 36. However, he believed that the proposal would mainly benefit passengers other than the elders who enjoyed a concessionary fare of \$2 and would take route no. 36 as well as route nos. 48, 278 and 73C. Besides, traffic congestion on Kwok Shui Road often led to the problem of lost trips of route no. 36. He thus opined that widening of Kwok Shui Road could effectively divert the vehicular flow of goods vehicles entering and leaving the nearby warehouses and enable buses to approach the bus stops easier (Mr WONG Ka-wa);
- (4) he was concerned about the problem of lost trips and unstable service frequency of GMB route no. 96B. During the afternoon peak hours, GMBs would depart from Belvedere Garden only after they were full. As a result, there were many passengers waiting at the GMB stand on Tsuen Wan Market Street, and the waiting time at Belvedere Garden became longer. In this connection, he enquired of the TD whether it was compulsory for the GMB operator to arrange minibus trips according to the timetable, or there were other requirements (Mr TSE Man-chak);
- (5) due to the serious problem of lost trips of GMB route no. 82M, many residents of Cheung Shan Estate would choose to take red minibus. The problem of lost trips

of GMB route no. 81M was particularly serious on weekends, public holidays and during the Ching Ming and Chung Yeung festive periods. Yet, the TD chose to conduct on-site investigation on weekdays. He thus thought that the TD could not devise suitable and effective measures to solve the problem. Moreover, some GMBs were often parked off Tung Kong Restaurant on Sha Tsui Road at night, causing obstruction to buses approaching the bus stops and traffic congestion. Thus, he requested the HKPF to strengthen law enforcement. He believed that it would be effective in alleviating the problem of lost trips of route no. 36 (Mr LAI Man-fai);

- (6) given that the bus stops of routes running in the New Territories were relatively far from each other, and the bus compartments became more crowded as members of the public gradually returned to their workplaces, it was necessary to install window vents on buses operating routes in the New Territories. The TD should develop a policy on installation of window vents on buses, rather than adopting a relatively passive attitude. For instance, it might suggest the bus companies to install window vents by applying principles such as implementing environmental protection initiatives or enhancing passengers' travelling experience on routes running via rural areas such as route no. 51. He hoped that the TD would suggest or request the KMB, Citybus and other bus companies to install window vents (Mr NG Hin-lung, Norris);
- (7) he supported the Members' proposal on provision of additional sectional fares for bus routes routing via the vicinity of Lei Muk Shue, and pointed out that the TD should request the KMB to implement the proposal. He also supported the introduction of special departures of route no. 36 which bypassed Cheung Shan and Shek Wai Kok so long as the current service frequency could be maintained; otherwise, it would be unfair to the residents around the area. Besides, when the special trip arrangement was in place, residents around the area should be provided with sufficient notices in order to avoid confusion. He was also concerned about the widening of Kwok Shui Road, which had been delayed for a long time (Mr CHAN Yuen-sum, Sumly);
- (8) he enquired why buses of route no. Y41 could enter Ma Wan (Tung Wan Bus Terminus) during typhoon, whether the SHK had permitted such arrangement, and whether other bus operators could, without obtaining the SHK's permission, arrange for their buses to run on other roads in Ma Wan without entering Ma Wan (Tung Wan Bus Terminus). He also requested the PITCL to resume the arrangement of cash payment for the bus services (Mr TAM Hoi-pong); and
- (9) traffic congestion on Sha Tsui Road often led to the problem of lost trips and delayed trips of route no. 36. Hence, he requested the HKPF and TD to coordinate with each other (Mr LAU Jackson).

(Note: Mr MAN Yu-ming left the meeting at 4:21 p.m.)

46. Manager (Public Affairs) of the KMB responded that about 200 buses would be retrofitted with window vents under the KMB's pilot scheme. These buses would be routed via Tsuen Wan district, but the exact routing would be subject to the bus service arrangement.

The KMB noted the views on extending the pilot scheme on retrofitting window vents to cover all bus routes.

47. Assistant Manager (Planning and Development) of the KMB responded as follows:
- (1) the KMB noted the Members' concern over the problem of lost trips of route no. 36 and the proposals concerning the sectional fare arrangement, two-way sectional fare arrangement and bus-bus interchange concessions. However, as fare adjustment would affect the fare revenue, the KMB had to consider them in a comprehensive manner; and
 - (2) the KMB noted the concern expressed by many passengers and Members over the prolonged journey time of bus route nos. 36 and 235 due to traffic congestion on Kwok Shui Road. Given the one-lane two-way traffic arrangement on Kwok Shui Road, goods vehicles queuing for entry into the warehouses should be parked by the roadside before carrying out loading/unloading activities to avoid causing congestion and maintain a smooth traffic. If the problem persisted, the KMB would consider modifying the routing of individual routes, including the option of re-routing via Castle Peak Road.
48. Senior Transport Officer/Tsuen Wan of the TD responded as follows:
- (1) the TD would follow up with the GMB operator on the stability of service frequency of the GMB services around Belvedere Garden and Bayview Garden. The TD would also request the operator of GMB route no. 96B to follow the arrangement of scheduled trips under the Schedule of Service and not to wait until there were sufficient passengers to operate a minibus trip during off-peak hours;
 - (2) the TD noted the problem of lost trips of GMB route nos. 81M and 82M on public holidays and would pay extra attention to it;
 - (3) as the arrival time of route no. 36 was subject to the traffic condition on roads, the TD would study ways of improvement such as traffic management measures and law enforcement taken by the HKPF;
 - (4) in view of the lack of low-floor buses for operation of residents' bus service plying between Ma Wan and Tsing Yi, route no. Y41, a franchised bus service, was provided by the KMB after it had reached an agreement with the PITCL to offer support to the bus service to and from Tsing Yi provided by the PITCL. Route no. Y41 would be in service only during the implementation of high wind traffic management at the Lantau Link;
 - (5) route no. NR331 was taken as an example. Approval from the SHK was not required for the residents' bus services routed via the public roads on Ma Wan Island. The application procedure for operating such residents' bus services was the same as that for the residents' bus services provided in other housing estates outside Ma Wan. Nevertheless, applicants should pay attention to the terms and conditions of the developer's deed of mutual covenant (which was a private contract among the signatory parties) when making an application for operation of residents' bus service involving Park Island; and
 - (6) many residents' buses only accepted Octopus card for payment. When the PITCL implemented the arrangement of accepting payment through Octopus card only, the setting of the Octopus card processors had been changed to enable passengers to

reuse the same Octopus card for payment within a shorter time and the Add-Value Service was available. The TD had also requested the PITCL and Octopus Company Limited to formulate operational arrangement that would bring greater convenience to residents.

49. District Operations Officer (Tsuen Wan) of the HKPF responded as follows:

- (1) the HKPF cracked down on various kinds of traffic offences in order to resume the traffic flow in Tsuen Wan district to normal in a prompt manner. District Commander (Tsuen Wan) had repeatedly pointed out that traffic control was a very important matter in the district. Therefore, the HKPF had prepared various data to allay Members' concern over the strength of the HKPF's law enforcement and to prove that the HKPF would continue to strengthen law enforcement and spare no effort in combating traffic offences; and
- (2) the HKPF noted the problem of traffic congestion around Tung Kong Restaurant on Sha Tsui Road.

50. District Engineer/General (3) of the HyD responded that the HyD's contractor was currently preparing the temporary traffic arrangement for the advance works of the widening of Kwok Shui Road, including the temporary traffic arrangement during excavation of trial trenches, to ascertain whether there would be any conflicts between the works and the environment at scene or underground utilities. Besides, as the works would affect a slope currently managed by the District Lands Office, Tsuen Wan and Kwai Tsing (DLO), it was necessary for the DLO to consider whether the existing slope had to be modified first for releasing space for the widening works.

51. The Chairman concluded that he requested the departments and bus companies concerned to actively follow up on Members' views, maintain communication with the Members concerned and provide written replies to the issues that had not been clarified at this meeting.

(Note: Mr KOT Siu-yuen left the meeting at 4:38 p.m.)

VII Item 6: Request to Construct a Footbridge Connecting City Point and West Rail Tsuen Wan West Station

(T&TC Paper No. 4/20-21)

52. The Chairman stated that Mr LUK Ling-chung, Antonio submitted the paper. The representative from the department responsible for giving response was Mr YUEN Ting-fung, Jacky, Engineer/Tsuen Wan 1 of the TD. Besides, the written replies of the DLO, Planning Department and MTR Corporation Limited (MTRCL) were tabled at the meeting.

53. Mr LUK Ling-chung, Antonio introduced the paper. He was a bit disappointed with the HyD for not sending its representatives to attend the meeting and giving response to enquiries. He added that, as he learnt from the residents of City Point earlier, in the information about the sale of residential properties provided to them at the time of their purchase, this proposed footbridge was mentioned as an ancillary facility to the said housing estate.

54. Engineer/Tsuen Wan 1 of the TD responded as follows:
- (1) a walkway had been provided in the park under Tsuen Wan Road flyover for pedestrians' use under intense sunlight and unstable weather conditions;
 - (2) the TD, Leisure and Cultural Services Department (LCSD) and Tsuen Wan District Office (TWDO) had conducted a site visit at the vicinity of Tsuen Wan Park earlier. After discussion, the TWDO would study the extension of the existing grey covered walkway off Tsuen Wan Riviera Park on Wing Shun Street to the east to the junction of Yi Hong Street and to the west to the exit/entrance of Tsuen Wan Park under Tsuen Wan Road flyover. The LCSD would request the Architectural Services Department to study the construction of a covered walkway along the existing pet access in Tsuen Wan Park for connection to the proposed covered walkway along Wing Shun Street, which would be studied by the TWDO, and the existing covered walkway at the exit/entrance of Tsuen Wan Park on Tai Ho Road;
 - (3) the MTRCL originally planned in 2000 to construct a footbridge connecting the sports centre at Tsuen Wan Area 6 at Tsuen Wan West Station and City Point, but subsequently it amended the design proposal in 2012 by opting for the construction of a 4-metre-wide at-grade pedestrian crossing facility over that of the above-mentioned footbridge. Nevertheless, the plan to construct the above-mentioned footbridge was not abolished permanently. The TD had reserved spaces at Tsuen Wan Sports Centre for construction in the future when necessary; and
 - (4) the footbridge connecting Tsuen Wan 6 at Tsuen Wan West Station and City Point was still included under the planning of Footbridge E. The HyD had commissioned a project consultant to study and design Footbridge E in December 2019.
55. The views and enquiries of Members were summarised as follows:
- (1) since the fourth term of the DC, the government departments concerned had all along failed to consult the local communities and the DC on the proposed footbridge. The Member of the constituency concerned found out the problem only after the completion of the housing estate. Hence, he was glad to learn that the TD had retained the plan, and hoped that the TD would improve the footbridge network in Tsuen Wan and study Members' proposals (Mr WONG Ka-wa);
 - (2) he enquired whether it was still feasible to construct a footbridge connecting Tsuen Wan West Station and City Point at present, and was concerned whether this plan would dovetail with the proposal of Footbridge E. He also enquired of the TD whether it was the developer who took the lead in changing the proposal from the construction of a footbridge to the construction of a pedestrian crossing facility in 2012 (the Vice Chairman); and

- (3) he was confused by the TD's response because it seemed like the plan on the construction of a footbridge was not abandoned at present. Yet, the proposed covered walkway, which was jointly studied by the LCSD and TWDO, and the use of Tsuen Wan Road flyover might not be effective in sheltering pedestrians from wind and rain. Besides, the residents were discontented with the response of the TD. He therefore requested the TD to continue with its study on the construction of a covered footbridge (Mr LUK Ling-chung, Antonio).

56. Engineer/Tsuen Wan 1 of the TD responded that the MTRCL originally planned to construct a footbridge connecting Tsuen Wan 6 at Tsuen Wan West Station and City Point in 2000. Subsequently, the MTRCL changed to construct a pedestrian crossing facility. At present, the TD had included the construction of the footbridge in the planning of Footbridge E, and the HyD was conducting the study and design work.

57. The Chairman concluded that the TD had taken note of the Members' proposal on the construction of a footbridge connecting Tsuen Wan West Station and City Point and would study the feasibility of the proposal.

VIII Item 7: A Motion: Request the Environmental Protection Department to Install Device for Measurement of Vehicle Noise on Route Twisk and Tuen Mun Road in order to Institute Prosecution against Vehicles in Violation of Noise Standards and Monitor the Problem of Vehicle Noise in the District and Item 13: Request to Discuss the Solutions to the Noise Problem in Texaco Road so as to Alleviate the Impact on the Residence along Texaco Road

(T&TC Paper Nos. 5/20-21 and 11/20-21)

58. The Chairman stated that Mr LAU Cheuk-yu and Mr LI Hung-por submitted T&TC Paper No. 5/20-21, and Mr LAM Sek-tim submitted T&TC Paper No. 11/20-21. The representatives from the departments responsible for giving response were:

- (1) Mr FUNG Chun-pang, Alex, District Operations Officer (Tsuen Wan) of the HKPF; and
- (2) Mr CHEUNG Wing-cheong, Eddie, Engineer/Monitoring and Projects of the TD.

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

59. Mr LAU Cheuk-yu and Mr LI Hung-por introduced T&TC Paper No. 5/20-21.

60. Mr LAM Sek-tim introduced T&TC Paper No. 11/20-21.

61. District Operations Officer (Tsuen Wan) of the HKPF responded that between 2016 and March 2020, the Police received a total of 735 complaints of suspected speeding and 89 complaints of illegal road racing on Route Twisk and Tuen Mun Road. Among them, 160 complaints of suspected speeding and 50 complaints of illegal road racing were received in 2016, 196 complaints of suspected speeding and 18 complaints of illegal racing in 2017, 192 complaints of suspected speeding and 5 complaints of illegal road racing in 2018, and 147 complaints of suspected speeding and 7 complaints of illegal racing in 2019. As at March

2020, 40 complaints of suspected speeding and 9 complaints of illegal road racing were received.

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

- (1) from January to March 2020, the Traffic New Territories South (Traffic NTS) had conducted laser gun speed check operations on Tuen Mun Road, in which it had instituted prosecutions against 106 speeding vehicles, issued fixed penalty notices (FPNs) to the offending drivers and detained eight vehicles. These vehicles were then sent directly to vehicle pounds for immediate examination of their mechanical parts by Vehicle Examiners. Subsequently, 16 summonses were issued against the drivers concerned pursuant to the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A). During the said period, 9 vehicle examination orders were issued to request the drivers concerned to send their vehicles to the TD's vehicle examination centres at specified dates and times for examination; and
- (2) during the said period, the Traffic NTS had also conducted laser gun speed check operations on Texaco Road and Route Twisk, in which it had issued FPNs to 35 and 47 drivers who committed speeding respectively, and 34 vehicles were detained and sent directly to vehicle pounds for examination. Subsequently, 54 prosecutions were instituted against the drivers concerned pursuant to the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A). A total of 18 vehicle examination orders were issued during the said period on Texaco Road and Route Twisk to request the drivers concerned to send their vehicles to the TD's vehicle examination centres at specified dates and times for examination.

63. Engineer/Monitoring and Projects of the TD responded as follows:

- (1) regarding the engine noise or vehicle noise generated due to bad driving behaviours including speeding, illegal road racing and arbitrary change of vehicle speed, the TD would continue to support the enforcement actions taken by the HKPF through ways including sending the TD's Vehicle Examiners to assist in the operations; and
- (2) the TD would liaise with the EPD to implement the Members' proposal on installation of devices for measurement of vehicle noise.

64. The views and enquiries of the Chairman and Members were summarised as follows:

- (1) despite the various figures provided by the HKPF and other departments, the problem of "loud-noise vehicles" and illegal road racing had all along persisted. He thus enquired of the HKPF whether it would adopt more feasible measures (Mr SHUM Lester);
- (2) he was concerned about the noise generated by heavy vehicles running on roads in the daytime, and enquired of the TD and EPD whether they would carry out works to reduce noise. He also hoped that the HKPF would strengthen the law enforcement against "loud-noise vehicles" in the small hours (Mr LAM Sek-tim);
- (3) she was concerned about the problem of "loud-noise vehicles" and illegal road racing which had all along persisted, and enquired of the HKPF about the time of its enforcement action and the corresponding staff deployment. Besides, Tsuen

Wan Road was also one of the black spots of “loud-noise vehicles” in the district. She received many complaints lodged by residents of Clague Garden Estate, Tsuen Wan Plaza and Parc City about noise nuisance caused by “loud-noise vehicles”. Thus, she would move an amended motion (Ms CHAN Kim-kam);

- (4) as Tsuen Wan Road was one of the trunk roads in the district, he agreed with the Member to move an amended motion which included Tsuen Wan Road. He also pointed out that the problem of “loud-noise vehicles” and illegal road racing could be solved only through law enforcement conducted by the HKPF with active participation of the TD and EPD. To prepare for the car racing competition to be held in Macau in November 2020, many racers would practise on highways between August and October every year, rendering the problem more serious. Therefore, he hoped that the departments would strictly carry out their work (Mr LUK Ling-chung, Antonio);
- (5) as it was difficult to eradicate the problem of “loud-noise vehicles” and illegal road racing, he opined that a systematic approach should be developed to solve the problem. Vehicles might not necessarily create excessive noise when running at a high speed, but the noise generated by modified vehicles was a great nuisance. Therefore, he agreed with the Member’s motion and proposed to move an amended motion to include Tsuen Wan Road and Castle Peak Road, both of which were black spots of noise nuisance in the district, in the motion (Mr LAU Chi-hung);
- (6) residents in the vicinity of Luk Yeung Sun Chuen were also exposed to excessive vehicle noise on Texaco Road. These vehicles would emit excessive noise when they restarted the engines after stopping at the two junctions on Wai Tsuen Road to enter Route Twisk. He hoped that the HKPF and TD would follow up on the matter. Besides, many vehicles, which might not be in violation of the law, would emit noise that caused nuisance to the residents. He therefore enquired of the TD whether it would propose any options of improvement works to tackle the noise nuisance on the residents of Luk Yeung Sun Chuen and Fairview Garden. He also enquired of the EPD whether it would implement Members’ proposals and whether there were any other solutions (Mr PUN Long-chung, Roy);
- (7) he had visited Castle Peak Road to gain an insight into the problem of illegal road racing on the day before this meeting. He found that the vehicles could emit excessive noise even though they were not travelling at a high speed. The noise level for some of these vehicles could exceed 100 decibels. Therefore, he proposed to move an amended motion to include Castle Peak Road in the motion. Besides, he enquired of the EPD whether it would consider Members’ proposals, and suggested that the Innovation and Technology Bureau should provide assistance. He believed that the noise data would be useful in the HKPF’s law enforcement (Mr LAU Jackson);
- (8) as the prosecution data provided by the HKPF at this meeting were similar to that provided at the previous T&TC meeting, he requested the HKPF to provide the latest data. At present, much noise was caused by the bad driving behaviour of drivers. At the previous T&TC meeting, the HKPF had admitted that there was restriction on its law enforcement against the vehicle noise problem, whereas the EPD stated clearly that it was not the law enforcement agency responsible for handling the problem of “loud-noise vehicles” and illegal road racing. The HKPF

had thus agreed to the Members' proposal on joining hands with the TD and EPD to conduct joint operations. He enquired about the timetable for implementing this proposal (the Vice Chairman);

- (9) in his opinion, the EPD's reply showed that the EPD was passive and stayed aloof from the problem. He was also disappointed that the EPD, on one hand, had stated in its written reply it would keep in view technologies used in other cities for measurement of vehicle noise, but, on the other hand, it did not mention anything about exploring these technologies. He had repeatedly reiterated that the problem of "loud-noise vehicles" and illegal road racing could be solved only through the cooperation among the EPD, TD and HKPF. As the noise generated by modified vehicles differed from that generated by conventional transport and was easily distinguishable, he believed that the proposal would be highly feasible if the EPD was willing to study the technologies for measurement of noise. Hence, he hoped that the EPD would change its attitude and actively study Members' proposals (Mr NG Hin-lung, Norris);
- (10) he pointed out that the main concern on Castle Peak Road and Route Twisk was vehicle noise and personal safety respectively. Many railings off The Cliveden on Route Twisk were often damaged due to illegal road racing. Residents were worried about their personal safety when waiting for GMBs and buses in the vicinity. A traffic accident suspected to be a result of illegal road racing happened in the vicinity earlier. The TD undertook to install speed enforcement cameras for the owners' corporation of The Cliveden and to implement relevant relief measures in 2018. He enquired about the progress (the Chairman); and
- (11) he pointed out that the captioned item concerned the generation of excessive noise from illegal road racing and vehicles not exceeding the speed limit. The problem caused by the former could be solved relatively easily, but the EPD had never sent its representatives to attend the T&TC meetings nor given any response on the latter. Therefore, he hoped that the EPD would introduce new technologies to handle the problem. He believed that the captioned item had been discussed by all the previous terms of DC, and so the government departments should implement improvement measures in this DC term (Mr TSE Man-chak).

65. District Operations Officer (Tsuen Wan) of the HKPF responded as follows:

- (1) the HKPF was aware of the problem of illegal road racing, and had updated the Selected Traffic Enforcement Priorities 2020 in April 2020 to prioritise the reduction of the number of people killed and seriously injured in traffic accidents. As illegal road racing might affect the safety of other road users, the HKPF would make an all-out effort to conduct law enforcement;
- (2) legally, the HKPF could issue vehicle examination reports to owners of vehicles suspected of illegal modification, but it might not be able to take enforcement action against vehicles having undergone legal modification and emitting excessive noise;
- (3) the Traffic NTS was dedicated to the law enforcement against illegal road racing. It had taken enforcement actions during the hours when illegal road racing was identified. He believed that the figures previously reported had reflected the effectiveness of its law enforcement;

- (4) since it took time to analyse each of the data, the HKPF would provide Members with the relevant data in writing in a timely manner; and
- (5) regarding the proposal on joint operations conducted by the HKPF, TD and EPD, the HKPF had invited other departments for collaboration by email through the Traffic NTS in late March 2020. It took time for communication and discussion at present.

66. Assistant District Operations Officer (Tsuen Wan) of the HKPF added that the HKPF noted the T&TC had sent a letter to request the HKPF, TD and EPD to conduct joint operations after the previous meeting. The HKPF hoped that the joint operations would be arranged promptly.

67. Engineer/Monitoring and Projects of the TD responded that the TD welcomed the proposal on joint operations. It would continue to provide support to various departments, including deploying its Vehicle Examiners to participate in each operation, and liaise with the EPD to implement the Members' proposal on installation of devices for measurement of vehicle noise.

68. Mr LAU Cheuk-yu said that the proposal for round-the-clock law enforcement by the HKPF was unfeasible and its effectiveness was in doubt. The law enforcement figures previously reported by the HKPF also proved the severity of the problem. Thus, he hoped that the EPD or other government departments would explore a solution to tackle the problem at source. He read out the motion that "request the Environmental Protection Department to install device for measurement of vehicle noise on Route Twisk and Tuen Mun Road in order to institute prosecution against vehicles in violation of noise standards and monitor the problem of vehicle noise in the district". Mr LI Hung-por seconded.

69. The Chairman asked whether Members would like to move an amended motion.

70. Ms CHAN Kim-kam moved an amended motion that "request the Environmental Protection Department to install device for measurement of vehicle noise on Route Twisk, Texaco Road, Tsuen Wan Road, Castle Peak Road and Tuen Mun Road in order to institute prosecution against vehicles in violation of noise standards and abate the problem of vehicle noise in the district". Mr TSE Man-chak seconded.

71. The Chairman asked Members to vote on the amended motion. The voting result was 18 votes in favour, 0 vote against and 0 abstention.

72. The Chairman announced that the amended motion was endorsed.

(Post-meeting note: The Secretariat conveyed the motion to the EPD, TD and HKPF in writing on 19 May 2020.)

IX Item 9: Seriously Request to Ensure Stable Service Frequency of New Territories Green Minibus Route No. 84

(T&TC Paper No. 7/20-21)

73. The Chairman said that as this agenda item was raised by him, the Vice Chairman would take over the chair temporarily.

74. The Acting Chairman said that the representative from the department responsible for giving response was Mr LAU Wing-hang, Will, Senior Transport Officer/Tsuen Wan of the TD. Besides, the written reply of the TD was tabled at the meeting for Members' perusal.

75. Mr CHIU Yan-loy introduced the paper.

(Note: Mr LAU Cheuk-yu left the meeting at 5:37 p.m.)

76. Senior Transport Officer/Tsuen Wan of the TD responded as follows:

- (1) the TD had conducted a site investigation concerning GMB route no. 84 in February 2020, ascertaining that the service frequency of the route could be maintained at a headway of about five minutes with an average waiting time of four to six minutes;
- (2) the TD noted the Members' concern over the relatively keen service demand for GMB route no. 84 from passengers between 5:30 p.m. and 6:30 p.m., and would remind the operator to pay attention to the passenger demand during this period; and
- (3) the TD would not give prior notification of the site investigations to the operators. It would remind the staff conducting site investigations to pay attention to the said situation.

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

- (1) he learnt that the operation of GMB route no. 84 had all along been unsatisfactory. Passengers often could not board at the GMB stand at Church of the Annunciation (Tsuen Wan bound) and that at Citywalk 2 (Tsuen King Circuit bound). Hence, he hoped that the operator would make improvement. Also, he noticed that some GMB drivers refused to depart by saying that their rest time was not over. The TD should urge the operator to properly handle such situation. He understood that the resources for operation of the route had been reduced due to the epidemic, but he hoped that the TD would urge the operator to operate the service as scheduled (Mr CHIU Yan-loy); and
- (2) he enquired of the TD whether the number of GMBs operating route no. 84 parked at the GMB stand on Chung On Street was restricted (Mr LI Hung-por).

78. Senior Transport Officer/Tsuen Wan of the TD responded that the stand of GMB route no. 84 on Chung On Street could be used to park two minibuses at present. The TD would carry out improvement works in Tsuen Wan town centre, including incorporating some of the areas of the taxi stand on Chung On Street into the GMB stand of route no. 84 for the expansion of the current GMB stand, so that more minibuses could be parked. The TD would follow up with the operator on the allocation of vehicles operating GMB route no. 84.

79. Mr LI Hung-por said that as the GMB stand on Chung On Street could also be used to park the minibuses operating GMB route no. 95, he hoped that the TD could strike a balance and alleviate the shortage of parking spaces for the vehicles operating these two GMB routes.

80. The Acting Chairman concluded that the TD noted Members' proposals, and hoped that the TD would pay extra attention to environmental factors and take them into account, and coordinate its work with that of the operators.

(Note: Mr SHUM Lester left the meeting at 5:47 p.m.)

81. The Chairman resumed the chair.

X Item 14: Request to Discuss the Planning of Ting Kau Carpark so as to Meet the Residents' Needs

(T&TC Paper No. 12/20-21)

82. The Chairman stated that Mr LAU Chi-hung submitted the paper. The representatives from the departments responsible for giving response were:

- (1) Mr CHEUNG Kim-hung, Michael, Engineer/Tsuen Wan 2 of the TD; and
- (2) Mr FUNG Chun-pang, Alex, District Operations Officer (Tsuen Wan) of the HKPF.

83. Mr LAU Chi-hung introduced the paper.

84. Engineer/Tsuen Wan 2 of the TD responded that parking meters had all along been provided in Ting Kau Carpark. The TD found that as the usage of the public parking spaces in Ting Kau Carpark was relatively low between 2017 and 2018, the parking meters were relocated to other parking spaces with a higher usage in Tsuen Wan district on a temporary basis. Subsequently, the TD found that the usage of Ting Kau Carpark had been increasing, the parking meters were therefore relocated back to Ting Kau Carpark to ensure the fair use of parking space resources.

85. District Operations Officer (Tsuen Wan) of the HKPF responded that the HKPF had taken measures to combat the prolonged occupation of parking spaces. The HKPF would institute prosecution in accordance with the legislation if the vehicles had been parked at the parking spaces for more than 24 hours. During the period from the beginning of 2020 to the day of meeting of the T&TC, the HKPF had issued 21 and 273 fixed penalty tickets (FPTs) against prolonged occupation of parking spaces and other traffic offences respectively at Ting Kau Carpark.

86. Mr LAU Chi-hung hoped that the TD would consider the demand from residents arising from the change in usage due to an increase in parking meters.

87. Engineer/Tsuen Wan 2 of the TD noted Members' views.

88. The Chairman concluded that Members could contact the TD directly to handle the follow-up matters.

(Note: Mr WONG Ka-wa and Mr LAU Jackson left the meeting at 5:52 p.m.)

XI Item 16: Concern about the Arrangement of Reduction in Service Frequencies of MTR Trains due to COVID-19

(T&TC Paper No. 14/20-21)

89. The Chairman stated that Mr PUN Long-chung, Roy submitted the paper. The representatives from the department and the corporation responsible for giving response were:

- (1) Mr LAU Wing-hang, Will, Senior Transport Officer/Tsuen Wan of the TD; and
- (2) Mr Jacky CHAN, Assistant Public Relations Manager - External Affairs of the MTRCL.

Besides, the written reply of the TD was tabled at the meeting.

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

91. Assistant Public Relations Manager - External Affairs of the MTRCL responded as follows:

- (1) the total patronage of MTR decreased by about 40% in the first quarter of 2020 when compared with the same period in the preceding year, with the daily patronage amounting to 3 million only. In this connection, the MTRCL had made temporary adjustments to the service frequencies of different routes during off-peak hours in late February and early April 2020 respectively;
- (2) except for Airport Express and Disneyland Resort Line, the train service of other heavy rail lines remained unchanged during peak hours. The service frequency of Tsuen Wan Line and West Rail Line was maintained at a headway of 2 minutes and a headway of 2.9 to 3.5 minutes respectively during peak hours on weekdays. The MTRCL had been keeping in view the development of the epidemic, current situation of resumption of work and relevant service status. After the service adjustment, the current carrying capacity of the railway service was still sufficient to meet the passenger demand without sacrificing the comfort of passengers. When the patronage during off-peak hours rose again in the future, the MTRCL would adjust the train schedule in a gradual manner to meet the passenger demand; and
- (3) the existing MTR train compartments were designed to accommodate up to six persons per square metre according to the industry standard. This standard was then used for the calculation of the carrying capacity and maximum carrying capacity. The MTRCL would continue to closely monitor the passenger density in train compartments.

92. Senior Transport Officer/Tsuen Wan of the TD responded that the TD would continue to liaise with the MTRCL to keep in view closely the passenger demand for various railway lines. The TD would also liaise with the MTRCL to keep in view the frequency adjustment made according to the situation of resumption of work in the future.

93. Mr PUN Long-chung, Roy stated that as many organisations would follow the Government to gradually resume work in due course, there would be a certain demand for frequency enhancement of MTR trains from the public. He hoped that the MTRCL would closely keep in view the development of the epidemic and the change in passenger demand.

94. Assistant Public Relations Manager - External Affairs of the MTRCL responded that the MTRCL would adjust the timetable to meet the passenger demand when the patronage rebounded in the future.

95. Senior Transport Officer/Tsuen Wan of the TD responded that the TD would maintain close communication with the MTRCL in view of the passenger demand.

96. The Chairman concluded by requesting the MTRCL and TD to take note of Members' views, which might be discussed at the next T&TC meeting when necessary.

XII Item 17: 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 15 April 2020)
(T&TC Paper No. 15/20-21)

97. District Engineer/General (3) of the HyD introduced the minor traffic improvement projects and timetables in Tsuen Wan district.

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

- (1) the representative of the TD had stated that the Improvement of Roadside Railings on Castle Peak Road near Belvedere Garden Phase 3 under Project No. NE/18/01558-24 was about the replacement of the railings near the planters with taller railings for the purpose of preventing pedestrians from jaywalking. However, he found that, upon the completion of works, no taller railings were installed on-site after the railings near the planters had been demolished. Instead, railings were installed on other road sections, which could not effectively prevent pedestrians from jaywalking. He therefore queried about the purpose of the improvement works (the Vice Chairman);
- (2) he hoped that the HyD would pay attention to the works and typographical errors made in the contents of the projects including the Improvement of Pedestrian Crossing Facility on Wang Lung Street near Lung Tak Street (Phase 2) under Project No. NE/16/00832-36 and Replacement and Provision of Roadside Railings at the Pedestrian Crossing at the Junction of Wo Tik Street and Sha Tsui Road under Project No. TW/19/01338-58. He also requested the HyD to explain the content of the Improvement of Traffic Signs at Yeung Uk Road Municipal Services Building off Yeung Uk Road under Project No. NE/17/02626-80 (Mr LUK Ling-chung, Antonio);

- (3) he learnt that the Widening of Carriageway and Improvement of Traffic Signs and Road Markings on Tsuen Wing Street near East Asia Gardens under Project No. NE/18/00672-96 would include the provision of parking spaces for people with disabilities. However, as the area of the parking space concerned was smaller than expected, he suggested resizing the parking space (Mr LAM Sek-tim);
- (4) under the impact of the planters on Yeung Uk Road, many vehicles entered Wo Tik Street along the slow lane on Yeung Uk Road recently. He enquired whether the Improvement of Traffic Signs at Yeung Uk Road Municipal Services Building off Yeung Uk Road under Project No. NE/17/02626-80 would address the problem for improvement. He also opined that the removal of planters was necessary, and requested the prompt implementation of the relocation of the traffic island on Pak Lam Road and provision of its works schedule (Mr TAM Hoi-pong);
- (5) he enquired about the purpose and content of the Improvement of Pavement Facilities and Roadside Railings on Castle Peak Road - Tsuen Wan section near Belvedere Square, Belvedere Garden Phase 2 under Project No. TW/18/02734-122 (Mr TSE Man-chak); and
- (6) he enquired about the works site and works schedule of the Provision of the Road Markings and Traffic Signs of “Slow” on Shek Wai Kok Road near Shek Wai Kok Shopping Centre under Project No. TW/19/01333-72, and the content of the Improvement of Pedestrian Crossing Facility on Lo Wai Road near Wing Wah Terrace under Project No. TW/19/00388-49 (Mr LAI Man-fai).

99. The Chairman reminded Members that they should enquire of the HyD or TD about the contents of the minor traffic improvement projects before the meetings as far as possible. The problems should be discussed at the meetings only if they could not be solved in advance.

100. District Engineer/General (3) of the HyD responded as follows:

- (1) the Improvement of Roadside Railings on Castle Peak Road near Belvedere Garden Phase 3 under Project No. NE/18/01558-24 was completed in March 2020. The TD would follow up on the Member’s enquiries after the meeting;
- (2) the HyD noted the Member’s concern over the typographical errors in the table of the minor traffic improvement projects;
- (3) regarding the Improvement of Traffic Signs at Yeung Uk Road Municipal Services Building off Yeung Uk Road under Project No. NE/17/02626-80, the remaining works on some of the traffic signs to the east of Chuen Lung Street was under planning and would be completed together with the resurfacing works;
- (4) the Widening of Carriageway near East Asia Gardens under Project No. NE/18/00672-96 would include the provision of parking spaces and two parking meters according to the TD’s proposed layout plan;
- (5) regarding the Improvement of Pavement Facilities and Roadside Railings on Castle Peak Road - Tsuen Wan section near Belvedere Square, Belvedere Garden Phase 2 under Project No. TW/18/02734-122, the HyD would construct planters off Block 4 and convert the existing staircase into a ramp. It had made application for temporary traffic arrangements, but received opposing views from the approving

department. The contractor engaged by the HyD was still amending the traffic arrangements at present;

- (6) the Provision of the Road Markings and Traffic Signs of “Slow” on Shek Wai Kok Road near Shek Wai Kok Shopping Centre under Project No. TW/19/01333-72 would include the provision of the road markings of “Slow” and signs on Shek Wai Kok Road;
- (7) the Improvement of Pedestrian Crossing Facility on Lo Wai Road near Wing Wah Terrace under Project No. TW/19/00388-49 would include the conversion to a dropped kerb with tactile warning plastic strips and provision of relevant road markings indicating pedestrian crossing at the crossing place concerned; and
- (8) as there were many underground public utilities under the works site of the relocation of the traffic island on Pak Lam Road, the HyD could commence works only after the facilities had all been relocated. Therefore, it had not formulated a definite works schedule for the time being. The HyD would continue to actively follow up on the matter.

101. Engineer/Tsuen Wan 1 of the TD responded that the size of the proposed parking space under Project No. NE/18/00672-96 on Tsuen Wing Street near East Asia Gardens was designed according to the standard. As the works were still in progress, the TD would inspect the parking space at scene to ascertain that the parking space was in compliance with the design.

102. The Chairman requested the HyD to reply to Members in writing regarding the underground public utilities that had not been relocated from the works site on the traffic island on Pak Lam Road and the works schedule after the meeting.

(Post-meeting note: The T&TC received the written reply of the HyD on 9 June 2020, which had been distributed to Members.)

XIII Item 18: Any Other Business

103. Mr NG Hin-lung, Norris said that taxis were often found parking and waiting for passengers on Castle Peak Road - Sham Tseng section (Kowloon bound) off Rhine Garden, causing traffic obstruction. He had repeatedly drawn the HKPF’s attention to the situation, but the HKPF did not follow it up actively. At 7:30 a.m. on the day of the meeting, he had again called the Police for assistance, but no police officers arrived at the scene until 9:00 a.m. Thus, he requested the HKPF to follow up the situation.

104. The Chairman stated that the T&TC would request the HKPF to provide an explanation in writing.

(Post-meeting note: The T&TC conveyed the request to the HKPF in writing on 1 June 2020.)

105. The Chairman reminded Members that the next meeting was scheduled on 22 June 2020 and the deadline for submission of paper was 5 June 2020.

XIV Adjournment of Meeting

106. There being no other business, the meeting was adjourned at 6:17 p.m.

Tsuen Wan District Council Secretariat

May 2020