

(Translation)

Minutes of the 4th Meeting of Traffic and Transport Committee (2/20-21)

Date: 22 June 2020

Time: 2:30 p.m.

Venue: Main Conference Room, Tsuen Wan District Office

Present:

Mr CHIU Yan-loy (Chairman)

Mr YICK Shing-chung, Angus (Vice Chairman)

Mr 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:

Ms Peggy WONG	Assistant Manager (Planning and Development), Kowloon Motor Bus Company (1933) Limited
Mr LEUNG Wang-cheong	Acting Manager (Operations), Kowloon Motor Bus Company (1933) Limited
Miss LEUNG Ka-yan	Manager (Public Affairs), Kowloon Motor Bus Company (1933) Limited

Attendance by Invitation:

For discussion of item 4

Mr MA Kin-yee	Senior Engineer 5/Universal Accessibility, Highways Department
Mr SHIU Wing-kwok	Engineer 1/Universal Accessibility, Highways Department
Mr LO Chun-chung	Engineer 9/Universal Accessibility, Highways Department

The Meeting

I Opening Remarks and Introduction

The Chairman welcomed the Members and representatives of the government departments and corporations to the 4th meeting of the Traffic and Transport Committee (T&TC).

2. The Chairman stated that according to Section 28 of the “Tsuen Wan District Council (TWDC) Standing Orders” (the Standing Orders), unless otherwise specified, Members who had submitted a paper might have up to 1 minute to make an introduction and 1 minute to make supplementary remarks for each agenda item. The Chairman would confirm the number of speakers before the discussion of each item. If four Members or less would speak for the agenda item, each Member could speak up to 1.5 minutes. If more than four Members would speak for the agenda item, each Member could speak up to 1 minute. Representatives of the government departments concerned might speak up to 1.5 minutes twice.

(Note: Ms CHAN Kim-kam joined the meeting at 2:33 p.m.)

II Item 1: Confirmation of Minutes of the 3rd Meeting held on 4.5.2020

3. The Chairman stated that the Secretariat received three proposed amendments from Mr LUK Ling-chung, Antonio before the meeting as follows:

- (1) lines 3 to 4 in paragraph 12(2) of the minutes of the meeting held on 4 May 2020, “不少居民希望增設周末及公眾假期班次及投訴脫班問題” (many residents hoped that its service frequency on weekends and public holidays would increase and complained about the problem of lost trips) should be amended as “不少居民希望增設周六日及公眾假期班次及投訴脫班問題” (many residents hoped that its service frequency on Saturdays, Sundays and public holidays would increase, and complained about the problem of lost trips);
- (2) line 1 in paragraph 53 of the minutes of the meeting held on 4 May 2020, “陸靈中議員介紹文件。” (Mr LUK Ling-chung, Antonio introduced the paper.) should be amended as “陸靈中議員介紹文件。他對路政署未有派代表出席會議回應提問表示有點失望，並補充說，早前從環宇海灣街坊口中得知，他們當年買樓時售樓的資訊有提及有這條擬興建行人天橋的配套設施。” (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.); and

- (3) lines 2 to 4 in paragraph 55(3) of the minutes of the meeting held on 4 May 2020, “但康文署及民政處合作興建有蓋行人過路通道及利用現有荃灣路行車天橋，也未必有效遮擋風雨，而居民亦對運輸署早前的回應表示不滿” (Yet, the covered walkway, which was jointly constructed by the LCSD and TWDO, and the utilization of the existing Tsuen Wan Road flyover might still not be effective in sheltering pedestrians from wind and rain. Residents were also discontented with the response given by the TD earlier) should be amended as “但康文署及民政處合作研究興建有蓋行人通道，也未必有效遮擋風雨。此外，他對剛才運輸署代表反建議居民把荃灣路行車天橋當作上蓋遮光擋雨表示非常不滿，因為行車天橋離地這麼遠根本做不到上述效果” (Yet, the proposed covered walkway, which was studied by the LCSD and TWDO, might not be effective in sheltering pedestrians from wind and rain. Besides, he was very discontented with the representative of the TD, who counter proposed that residents should use treat the Tsuen Wan Road flyover as a shelter from sun and rain. It was definitely unfeasible as the flyover was far away from the ground).

Besides, the written summary of the proposed amendments was tabled at the meeting.

(Note: Mr LAI Man-fai joined the meeting at 2:34 p.m.)

4. Mr NG Hin-lung, Norris stated that regarding the second item of the proposed amendments, as the Secretariat would not record the contents presented for introducing a paper in general, he hoped the T&TC to clarify the criteria for compiling the parts of minutes of meetings about introduction of papers in the future. He was pleased to note that the Secretariat had provided a written summary for the proposed amendments.

5. The Chairman stated that regarding the compilation of the parts of minutes of meetings about introduction of papers, the T&TC would consider Members' requests if they wanted to put on record their comments on representatives of government departments for not attending meetings.

6. The minutes of the previous meeting and proposed amendments were confirmed by Members.

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

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

IV Item 3: Funds Allocation for the Traffic and Transport Committee 2020-21
(T&TC Paper No. 16/20-21)

8. The Secretary introduced the paper.

9. The Chairman stated that at the first meeting held on 5 June 2020, Members of the Working Group on Development of Ancillary Facilities for Pedestrians unanimously agreed to the proposal of transferring the funds allocated to the Working Group on Development of Public Transport Services for organising activities for more efficient use of resources.

10. The T&TC endorsed the proposed funds allocation and administrative arrangement. A total amount of \$470,000 (including a five-percent deficit of the budget) was allocated to the T&TC in 2020/21 for implementing the Community Involvement Projects.

V Item 4: Universal Accessibility Programme (UAP) Special Scheme
(T&TC Paper No. 17/20-21)

11. The Chairman said that the Highways Department (HyD) submitted the paper and introduced the representatives of the government department responsible for briefing on the captioned item, including:

- (1) Mr MA Kin-ye, Senior Engineer 5/Universal Accessibility, HyD;
- (2) Mr SHIU Wing-kwok, Engineer 1/Universal Accessibility, HyD; and
- (3) Mr LO Chun-chung, Engineer 9/Universal Accessibility, HyD.

12. The Chairman stated that for the captioned item, each Member might speak once for up to 1.5 minutes (if four Members or less would speak) or 1 minute (if more than four Members would speak). For representatives of government departments, they might introduce the paper for up to 8 minutes, and up to 5 minutes to give responses in total.

13. Senior Engineer 5/Universal Accessibility and Engineer 1/Universal Accessibility of the HyD introduced the paper.

(Note: Mr SHUM Lester and Mr MAN Yu-ming joined the meeting at 2:41 p.m. and 2:44 p.m. respectively.)

14. The comments and enquiries of the Chairman and Members were summarised as follows:

- (1) his priority item was the retrofitting of lifts at the access points of Walkway No. NS18 (across Texaco Road North near Shek Wai Kok Road), the completion of

which would allow residents to take the lifts for direct access to Shek Wai Kok Estate via Shek Ho House or Shek To House. At present, for Walkway No. NF220 (across Shek Wai Kok Road and Cheung Pei Shan Road), only on the upper part of the footbridge near Cheung Pei Shan Road was provided with a ramp, whereas there was only a long staircase beside Shek Kuk House and Shek Tsui House. As it was very inconvenient for the elderly, it was necessary to retrofit lifts. Besides, while lifts were retrofitted at the side of the loading/unloading area in Shek Wai Kok Market, they could not facilitate residents' access to Shek Wai Kok Commercial Complex from Shek Lin House and Shek To House. Therefore, he also supported the retrofitting of lifts at Walkway No. SWK02 (across Shek Wai Kok Road, Shek On Street and roads near Shek Wai Kok Commercial Complex) (Mr LAI Man-fai);

- (2) some of the UAP proposals discussed at the meetings of the past two terms of DC had been implemented or completed. He queried whether it was fair to conclude that Shek Wai Kok Estate was the only public rental housing (PRH) estate in Tsuen Wan District that met the criteria of the Special Scheme. He was also concerned about the works schedule, and enquired whether barrier-free access facilities would be installed at the three walkways in one go (Mr WONG Ka-wa);
- (3) many lifts retrofitted under the UAP in the district had been completed gradually to facilitate access by the elderly, so he proposed an extension of the Special Scheme to cover private housing estates (Mr LI Hung-por);
- (4) Shek Wai Kok Estate was a PRH estate. Since there was a greater proportion of elderly population in the estate, his priority items were barrier-free access facilities at Walkways No. NS18, SWK01 (across Shek Kwai Street to connect Shek Wai Kok Estate Shek Lin House and the multi-storey carpark), and SWK03 (across Shek Wai Kok Road near Shek Lan House) (Mr MAN Yu-ming); and
- (5) Shek Wai Kok Estate met the criteria of the Special Scheme because Shek Wai Kok Commercial Complex had been divested already (the Chairman).

15. Senior Engineer 5/Universal Accessibility of the HyD responded as follows:

- (1) the HyD opined that as there was a more urgent need of installing barrier-free access facilities at Walkways No. NS18 and NF220, two project proposals were set out in Table 1 of Annex II to the paper;
- (2) the HyD maintained an open mind on installing barrier-free access facilities at Walkway No. SWK02. However, it was necessary to take into account that multiple facilities were already available for use including the lifts retrofitted at the exit of Shek Wai Kok Commercial Complex, the pedestrian crossings on roads in

- the vicinity and the ramp at the exit of Shek Lin House, and that the management and maintenance after completing the installation would incur costs as well;
- (3) the Special Scheme covered PRH estates with non-domestic properties divested such as Shek Wai Kok Estate;
 - (4) the HyD also hoped that the projects for retrofitting lifts at up to three existing walkways selected by the T&TC as priority items under the Special Scheme could be commenced in one go. As only Shek Wai Kok Estate met the criteria of the Special Scheme in Tsuen Wan District, it was believed that issues related to ownership would be easier to handle. Even so, the feasibility of the retrofitting work still depended on the complexity of the underground public utilities at the locations concerned and the availability of public space within the housing estate for installing the facilities;
 - (5) to ensure the proper use of public funds, it was inappropriate for the Government to extend the Special Scheme to cover private housing estates; and
 - (6) as regards Walkway No. SWK01, there were pedestrian crossings in the vicinity, and lifts could be found at the exit of the multi-storey carpark nearby. As regards Walkway No. SWK03, the pedestrian subway constructed below ground level almost overlapped with the at-grade pedestrian crossing. For these reasons, the HyD considered that there was no pressing need to retrofit lifts for the two walkways.

16. The Chairman said the divestment of Shek Wai Kok Commercial Complex made Shek Wai Kok Estate the only PRH estate in Tsuen Wan District that met the criteria of the Special Scheme. Members generally agreed with the need of installing barrier-free access facilities at Walkway No. NS18. He requested the HyD to provide the pedestrian flow estimates of other walkways for Members' consideration.

17. Senior Engineer 5/Universal Accessibility of the HyD responded as follows:

- (1) as Members had reached a preliminary consensus on Walkway No. NS18, the HyD would include it in the preliminary study;
- (2) as that there was no pedestrian crossing, lift or ramp provided near Walkway No. NF220, the HyD also considered it necessary to retrofit lifts at the walkway; and
- (3) the HyD hoped that the inclusion of walkways for preliminary study could be determined at the T&TC meeting. Subsequently, the HyD would commission consultants to conduct related studies on retrofitting of lifts at the proposed walkways such as the preliminary technical feasibility study.

18. The comments and enquiries of the Chairman and Members were summarised as follows:

- (1) the Audit Commission had criticised some pedestrian footbridges in the district for their low utilisation rates. Thus, the HyD had to first provide the pedestrian flow estimates of the walkways proposed for installing barrier-free access facilities. He supported the inclusion of Walkways No. NS18 and NF220 for preliminary studies (Mr WONG Ka-wa);
- (2) he supported the inclusion of Walkway No. NS18 for preliminary study. The possible reason for not including Walkway No. NF220 under the UAP during the last-term DC might be low pedestrian flow at the road section concerned. Nevertheless, since resources were available for installing barrier-free access facilities, he opined that consideration could be given to including Walkway No. NF220 in the preliminary study, and enquired about the number and locations of lifts to be retrofitted at the walkway (Mr TAM Hoi-pong);
- (3) the Special Scheme could solve the problem arising from the reluctance of owners of non-domestic properties divested to share the costs of lift retrofitting in PRH estates having divested non-domestic properties. As there was no alternative route to Walkway No. NF220, residents of Shek Tsui House and Shek Kwai House had to take a tortuous route to the side of Cheung Pei Shan Road if they did not want to go to Lo Wai Tsuen via staircase. Following the completion of the retrofitting, residents of Lo Wai Tsuen might access to Shek Wai Kok Estate with the facilities. It was believed that the pedestrian flow of the walkway would increase then. There were alternative routes for Walkways No. SWK01, SWK03 and NF202 (across Cheung Pei Shan Road near Shek On Street). Although a lift had been retrofitted at the exit of Shek Wai Kok Commercial Complex near Walkway No. SWK02, it still could not facilitate access by residents (Mr LAI Man-fai); and
- (4) although Members generally agreed to include Walkway No. NS18 but exclude Walkway No. NF202 for preliminary study, he requested the HyD to provide the pedestrian flow estimates of Walkways No. NF220, SWK01, SWK02 and SWK03 to facilitate a consensus among Members because the construction cost of lifts was as high as \$20 million (the Chairman).

19. Senior Engineer 5/Universal Accessibility of the HyD responded that the number and location of lifts that could be added at Walkway No. NF220 depended on the findings of the study and the patronage pattern of pedestrians. Therefore, the HyD would consult the T&TC. Upon completion of the preliminary study, the HyD would provide the relevant information for Members' reference.

20. The Chairman concluded by requesting the HyD to provide the pedestrian flow estimates of Walkways No. NF220, SWK01, SWK02 and SWK03. Site inspection might also be arranged if necessary.

VI Item 5: Follow-up on the Frequency Reduction of KMB due to COVID-19 Epidemic
(T&TC Paper No. 18/20-21)

21. The Chairman stated that Mr LAU Cheuk-yu submitted the paper. The representatives of government department and corporation responsible for giving response included:

- (1) Mr LAU Wing-hang, Will, Senior Transport Officer/Tsuen Wan, Transport Department (TD); and
- (2) Miss LEUNG Ka-yan, Manager (Public Affairs), Kowloon Motor Bus Company (1933) Limited (KMB).

Besides, the written replies from the TD and KMB were tabled at the meeting.

22. Mr LAU Cheuk-yu introduced the paper.

23. Manager (Public Affairs) of the KMB responded that since May 2020, the KMB's service frequencies in the district during peak periods and off-peak periods had gradually resumed the level prior to the epidemic. The KMB would post field staff to major bus stops to monitor changes in patronage and make flexible arrangement for service frequency if necessary.

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

- (1) since the outbreak of the epidemic, the TD had been monitoring the service frequencies of various bus companies. During the period from February to April 2020, the TD had also approved the KMB to temporarily reduce the service frequency of some bus routes, provided with the extension of the frequencies of these bus routes by less than five minutes during peak hours as one of the conditions;
- (2) according to the KMB's records, many frequencies were extended by more than five minutes. Therefore, the TD had instructed the KMB to adjust the frequencies according to the schedule of service or the temporary approval. The KMB was required to obtain prior approval from the TD if it needed to make further adjustment to bus frequencies; and
- (3) the situation of the KMB's service frequency had been improved since May 2020, and the operation of most bus routes could meet the requirement of the schedule of service.

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

- (1) he enquired when the TD had noticed that some service frequencies of the KMB had been extended for more than five minutes, how long it would take for investigation, and whether the TD had followed up the imposition of penalty after it had instructed the KMB to adjust frequencies according to the schedule of service or the temporary approval (Mr LAU Jackson);
- (2) in view of complaints lodged by residents, he requested the TD and KMB to review the operation of route no. 39A (Mr LI Hung-por);
- (3) he relayed residents' complaints about bus route no. 33. He said that in the past there would still be space for standees inside the compartment when the no. 33 bus departing from Tsuen Wan West Station Bus Terminus at 7:50 a.m. arrived at the bus stop at Luen Yan Street. With the stabilisation of the epidemic situation, passenger demand increased. The bus compartment of the above departure had become quite crowded since 18 May 2020, and had been full when the bus reached the bus stop at Lung Tak Street. From the perspective of residents, the condition of bus compartment of the above route at present was worse than that in earlier times indeed, contrary to the statement from the representative of the KMB that the KMB's service frequencies in the district had returned to the level prior to the epidemic (Mr LUK Ling-chung, Antonio);
- (4) he was concerned about the KMB's mechanism for monitoring and handling complaints regarding bus drivers not operating bus service according to the departure times shown on the KMB's smartphone app. He once went to Riviera Gardens Public Transport Interchange for boarding route no. 238X. As shown in the smartphone app at that time, the estimated arrival time of the bus trip concerned was one minute later. However, no bus of that route departed after he had waited at the bus terminus for more than five minutes. So, he enquired of some bus drivers there, only to find that the bus of the trip in question had already departed. Such a situation was common for the route (Mr SHUM Lester); and
- (5) he enquired of the TD about the mechanism for monitoring the KMB's service frequencies. He also enquired whether the TD possessed the data on bus routes to which the KMB had implemented frequency reduction by itself without application. He was concerned about whether the TD had set up an established mechanism for monitoring bus service frequencies in view of the continued development of the epidemic or the occurrence of other major incidents. He was also concerned about whether the KMB would follow up the mismatch between actual bus departures and the arrival times as shown in the smartphone app for medium and long haul routes (the Vice Chairman).

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

- (1) the KMB required bus drivers to depart at bus termini according to established schedule, and would follow up on the problem of mismatch between scheduled departure time and actual departure time of route no. 238X after the meeting;
- (2) the estimated bus arrival time as shown in the smartphone app might be affected by actual traffic conditions. The KMB had commissioned another smartphone app operator to enhance the accuracy of estimated bus arrival times. The number of complaints about inaccurate forecasts of bus arrival times had now been reduced and the KMB would continue to monitor the situation. If Members received any complaints about the KMB smartphone app, they could relay them to the KMB; and
- (3) the overall bus patronage currently rose as compared with that at the peak period of the epidemic, and the passenger demand tended to be concentrated in the morning peak period. The KMB would continue to monitor the situation of route no. 33.

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

- (1) the TD was responsible for the ongoing regulation of franchised bus service, including study on the reports submitted by the KMB on the franchised bus service frequencies during operation pursuant to the power conferred by franchise and law to ascertain whether the bus frequencies complied with the schedule of service;
- (2) in case the KMB failed to comply with the requirement of the schedule of service, the TD would require the KMB to make improvement. If the situation still did not improve, the TD would consider taking further actions, including issuance of warning and imposition of penalty according to the relevant provisions of penalty in the franchise or law concerned. The TD would also monitor whether the KMB had made any improvements during investigation;
- (3) regarding the KMB's excessive frequency reduction during the epidemic, the TD had conducted monitoring according to the above mechanism and review of the KMB's application for temporary frequency on a weekly basis. Therefore, the details approved by the TD varied from week to week; and
- (4) the TD would continue to monitor with the KMB the service of routes no. 238X, 39A and 33, and the accuracy of the KMB's smartphone app about bus arrival time.

(Note: Mr KOT Siu-yuen joined the meeting at 3:24 p.m.)

28. The comments and enquiries of the Chairman and Members were summarised as follows:

- (1) he requested the TD and KMB to take the initiative in giving notification to Members after the TD had granted approval to the KMB's application for a temporary frequency reduction (Chairman); and
- (2) the demand of the public for the KMB's service was keen. Given that the problem of lost trips were serious during the epidemic, he hoped that the KMB would also give notification to Members in the future even if notification had been given prior to frequency reduction. (Mr LAU Cheuk-yu).

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

- (1) the KMB currently announced the details of service arrangement and adjustment to frequency through the official website and smartphone app during the epidemic. The KMB would follow up with the TD on the arrangement of informing Members of frequency adjustment in the future; and
- (2) the KMB would generally notify Members by such means as issuing passenger notices , and sending out email as early as possible when introducing new services or implementing frequency adjustments.

30. Senior Transport Officer/Tsuen Wan of the TD responded that the TD noted Members' views, and would explore with the KMB on how to enhance the communication with various stakeholders on adjustment to frequency.

VII Item 6: Request for Discussion of the Provision of Additional Motorcycle Parking Spaces so as to Cope with the Demand from Sheung Chui Court and the Nearby Industrial Area

(T&TC Paper No. 19/20-21)

31. The Chairman stated that Mr LAM Sek-tim submitted the paper. The representatives of government departments responsible for giving response included:

- (1) Mr YUEN Ting-fung, Jacky, Engineer/ Tsuen Wan 1, TD; and
- (2) Mr FUNG Chun-pang, Alex, District Operations Officer (Tsuen Wan) (Dist Operations Offr (Tsuen Wan)), Hong Kong Police Force (HKPF).

32. Mr LAM Sek-tim introduced the paper.

33. Engineer/Tsuen Wan 1 of the TD responded as follows:

- (1) the TD planned to convert the footpath off Symphone Industrial Building on Texaco Road southbound into motorcycle parking spaces. After formulating

appropriate proposals, the TD would conduct public consultation through the Tsuen Wan District Office (TWDO). In case the findings of the consultation were positive, the TD would make arrangements for works implementation by the HyD; and

- (2) the TD would continue to monitor the situation of motorcycle parking spaces in the district, and would strive to appropriately increase the number of motorcycle parking spaces.

34. District Operations Officer (Tsuen Wan) of the HKPF responded that the HKPF had issued a total of eight fixed penalty tickets (FPTs) for illegal parking of motorcycles at Sheung Chui Court and the industrial area at Wang Wo Tsai Street in May and June 2020, and prosecuted the owner of one of the motorcycles for using an expired vehicle licence.

35. Officer-in-Charge, District Traffic Team (Tsuen Wan) of the HKPF responded that the HKPF had towed away over 10 illegally parked vehicles at areas around Yeung Uk Road, Fui Yiu Kok Street, Hoi Shing Road, Tai Ho Road and Tai Chung Road in the past month. The HKPF would continue to take the relevant action to maintain smooth traffic in the area.

36. The comments and enquiries of Members were summarised as follows:

- (1) he welcomed the TD's plan of increasing the number of motorcycle parking spaces as he had received many complaints from residents about the shortage in this respect. He also suggested that the TD should consult District Council (DC) Members of the constituencies concerned prior to provision. Regarding the illegal parking of two motorcycles in Fui Yiu Kok Street for more than half a year, he had brought it up at various meetings and lodged complaint to the HKPF, but the problem had yet to be resolved. For this reason, he suggested that the HKPF should deploy officers adopting traditional methods, such as marking the tyres of the motorcycles concerned with chalk, to curb the problem of prolonged occupation of parking spaces by certain motorcyclists. He pointed out that some complainants would complain to him about the problem every day. Besides, illegal parking of motorcycle was mainly due to the shortage of motorcycle parking spaces. He hoped that the TD would actively consider increasing the number of motorcycle parking spaces and consult DC Members of the constituencies concerned before implementation (Mr LUK Ling-chung, Antonio);
- (2) he was pleased to learn that the HKPF had followed up on his complaint about the prolonged occupation of parking spaces at Tsuen King Circuit by certain motorcyclists on the following day after he had lodged the complaint earlier. However, the prolonged occupation of public parking spaces by certain

motorcyclists at Tsuen King Circuit and Chiu Tam Path had not been tackled all the time. He therefore hoped that the HKPF would take the initiative to follow it up on a regular basis (Mr LAU Cheuk-yu);

- (3) he requested the HKPF to expeditiously tackle the problem of prolonged occupation of public parking spaces beside Muk Min Ha Tsuen by a vehicle for more than two years. In addition, illegal parking of bicycles and goods vehicles in the rural area within the constituency of Luk Yeung had become increasingly serious in recent times. He pointed out that some villagers had complained to him that morning about the parking of four goods vehicles outside Sai Lau Kok Tsuen which occupied a lane. He hoped that the problem would be promptly tackled to avoid traffic accident. Since increase of motorcycle parking spaces would lead to increase in corresponding parking demand, he considered it necessary to prudently plan for implementation and consult DC Members of the constituencies concerned beforehand (Mr PUN Long-chung, Roy);
- (4) provision of motorcycle parking spaces in the district was below the standard as set out in the “Hong Kong Planning Standards and Guidelines”. It was necessary for the TD to maintain communication with DC Members of the constituencies concerned when it planned for provision of additional motorcycle parking spaces. Besides, there were many illegally parked vehicles in the district. For example, the HKPF had not towed away a vehicle illegally parked at Belvedere Garden for which he had repeatedly lodged complaints for a few months. Hence, he enquired of the HKPF about the criteria for towing away problematic vehicles, and suggested that the HKPF should be resolute in towing away vehicles which had caused traffic congestion (the Vice Chairman);
- (5) there had long been a lack of motorcycle parking spaces in the area around Sham Tseng. A few motorcycle parking spaces currently provided in the middle of Sham Tseng Tsuen Road had caused obstruction to pedestrians. However, it might result in negative visual impact if the parking spaces were relocated to the side of Castle Peak Road according to the TD’s proposal. He therefore hoped that the TD would reconsider the proposal. He was also concerned about the prolonged occupation of the motorcycle parking spaces in Sham Tseng by a few motorcyclists (Mr LAU Chi-hung); and
- (6) he agreed that the motorcycle parking spaces on Sham Tseng Tsuen Road had occupied the footpath and should therefore be relocated. Nevertheless, if the motorcycle parking spaces were relocated to the side of Castle Peak Road as proposed by the TD, he worried that the access and parking of motorcycles might adversely affect the traffic and the safety of drivers on Castle Peak Road. In this

connection, he recommended the TD to relocate the motorcycle parking spaces inwards on Sham Tseng Tsuen Road (Mr NG Hin-lung, Norris).

(Note: Mr TSE Man-chak joined the meeting at 3:41 p.m. Mr MAN Yu-ming left the meeting at 3:42 p.m.)

37. Engineer/Tsuen Wan 1 of the TD responded that the TD noted Members' views.

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

- (1) the HKPF would conduct regular inspection at Fui Yiu Kok Street, and had issued two FPTs for illegal parking of motorcycles at Fui Yiu Kok Street on 14 June 2020;
- (2) the HKPF noted the problem of prolonged occupation of public parking spaces by motorcyclists in Tsuen King Circuit and Chiu Tam Path;
- (3) if it was necessary to prove that a motorcycle was involved in the prolonged occupation of public parking spaces, an officer of the HKPF would make marks at the tyres of the motorcycle concerned with chalk, and would conduct another inspection in the following day. The HKPF would institute prosecutions against offenders if there was no change for the chalk marks. As motorcycles were relatively light in weight and motorcycle parking space was close against each other, the position of the motorcycles involved might be slightly changed due to the movement of other motorcycles at the parking spaces. In the light of the enforcement standard, the HKPF would not institute prosecutions against the owners of the motorcycles concerned for such cases; and
- (4) in case a vehicle had caused serious obstruction, an officer of the HKPF at the rank of Sergeant or above would, based on his or her experience and enforcement standard, decide whether such vehicle would be towed away. The HKPF had towed away the above-mentioned vehicle at Muk Min Ha Tsuen on 19 June 2020 and the two vehicles at Tsuen Wan West Station that morning.

39. The Chairman concluded that he welcomed the TD's plan of providing additional motorcycle parking spaces on Texaco Road south. He expected the plan be implemented as soon as possible, and he requested the HKPF to note Members' views on illegal parking.

VIII Item 7: Improvement of the Service of KMB Route No. 33

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

40. The Chairman stated that Mr LUK Ling-chung, Antonio submitted the paper. The representatives of government department and corporation responsible for giving response included:

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

Besides, the written replies from the TD and KMB were tabled at the meeting.

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

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

- (1) the patronage of route no. 33 had been increasing ever since the introduction of the route. Passengers mainly took the trips from Tsuen Wan to Kowloon East during morning peak periods and the return trips during evening peak periods;
- (2) as the current patronage of route no. 33 had returned to its level a few months ago, the KMB would make an adjustment to the bus schedule of route no. 33 and submit an application to the TD;
- (3) owing to the low patronage of route no. 33 during off-peak periods, the KMB remained cautious about Members' proposal; and
- (4) the KMB also offered other bus-bus interchange concessions. When route no. 33 was not in service, passengers around Riviera Gardens might travel to Kowloon East by taking route no. 238M and interchanging for route no. 40.

43. Senior Transport Officer/Tsuen Wan of the TD responded that the TD noted Members' suggestions and service demand for route no. 33. While the frequency arrangement of route no. 33 could still meet the passenger demand, the TD would continue to discuss with the KMB appropriate service adjustments to bring convenience to passengers.

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

- (1) being the fastest bus route from Tsuen Wan to Kowloon East, route no. 33 was well received by residents. However, the service hours of the bus route on weekdays were too short and no service would be provided on Saturdays and Sundays. Therefore, he supported Members' suggestions and requested an extension of the service period on weekdays to midnight and an additional service on Saturdays, Sundays and public holidays (Mr LAI Man-fai);
- (2) he supported Members' proposal, believing that the original purpose of introducing route no. 33 was to tie in with the business development in Kowloon East. With Tsuen Wan West developing ever closer ties with Kowloon East, residents of Tsuen Wan West currently had a transport need for direct travel to Kowloon East. Owing to the remote location of Tsuen Wan West Station Public Transport Interchange and low bus frequency of route no. 33, many passengers were forced to

travel by the MTR. So, he believed that if the KMB implemented a frequency increase for the bus route, it would attract a higher bus patronage. Besides, he was discontented with the TD for advising residents of Riviera Gardens to travel to Kowloon East by taking route no. 238M and interchanging for route no. 40 (Mr SHUM Lester);

- (3) after the Government had proposed the concept of the Kwun Tong Business Area, traffic congestion in Kwun Tong District had become increasingly serious, and congestion often occurred at Lung Cheung Road near Choi Hung Estate and Kwun Tong Road near Choi Shek Lane. He enquired whether the KMB would deploy vehicles to maintain the return trip service of route no. 33 and whether the KMB could maintain a stable frequency for the route in the event of traffic congestion at the above locations. He therefore recommended a frequency increase of route no. 33 to every 5 minutes to tie in with the development of the Kwun Tong Business Area and ensure the frequency stability of the route (Mr LAM Sek-tim);
- (4) he had made a request for frequency increase of routes no. 234C and 234D during the last-term DC. However, his proposal was rejected by the KMB then on the grounds that residents of Belvedere Garden might interchange for route no. 33 at Tsuen Wan West Station Public Transport Interchange. Therefore, he was discontented with the KMB's rejection of the proposed frequency increase of route no. 33 out of the same logic. As the patronage of some inter-district KMB routes, such as routes no. 238X, 38A and 234X, was high during morning peak periods, he opined that the KMB should not rely on other bus-bus interchange alternatives to alleviate the existing problem (the Vice Chairman); and
- (5) he pointed out that residents in the district had a transport need for direct travel to Kowloon East at present, the TD and KMB should not reject the proposal on the grounds of the availability of other bus-bus interchange alternatives. The KMB had proposed deploying a bus regulator to the bus stop at Lung Tak Street to encourage bus passengers to move into the interior of bus compartments as far as possible. Nevertheless, the Transport and Housing Bureau had submitted a paper to the Legislative Council (LegCo) earlier, proposing a reduction in the maximum number of standees allowed on the lower deck of a bus. Moreover, as passengers were afraid of entering crowded bus compartments owing to the ongoing epidemic, the TD and KMB should accept his proposed frequency increase. Besides, he was discontented with the TD advising residents to travel by the MTR since Tsuen Wan MTR Station was far away from Tsuen Wan South and Riviera Gardens (Mr LUK Ling-chung, Antonio).

45. Assistant Manager (Planning and Development) of the KMB responded that the KMB had provided bus service such as routes no. 234C, 234D, 40, 33, 40P and 290 to facilitate access to Kowloon East by residents in Tsuen Wan District. The KMB was deliberating over the frequency adjustment of route no. 33 during peak periods, and would consider other proposals raised by Members depending on the actual passenger demand.

46. Senior Transport Officer/Tsuen Wan of the TD responded that the TD noted Members' views. The TD would review with the KMB the frequencies during peak periods with a view to considering alternatives that would bring greater convenience to passengers, and would take Members' suggestions into consideration when making improvement to the service of route no. 33. He would also relay Members' comments on traffic congestion at the Kwun Tong Business Area to the officers concerned.

47. The Chairman concluded that he requested the KMB to actively respond to Members' suggestions to meet passenger demand.

IX Item 8: Improvement of the Naming of Bus Stops and Diversion of Passengers to Destinations

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

48. The Chairman stated that Mr LAU Jackson submitted the paper. The representatives of government department and corporation responsible for giving response included:

- (1) Mr LAU Wing-hang, Will, Senior Transport Officer/Tsuen Wan, TD; and
- (2) Mr LEUNG Wang-cheong, Acting Manager (Operations), KMB.

Besides, the written replies from the TD and KMB were tabled at the meeting.

49. Mr LAU Jackson introduced the paper.

50. Acting Manager (Operations) of the KMB responded that the KMB noted Members' suggestions. As the bus stops concerned were located in different constituencies, the KMB would follow up with DC Members of the constituencies concerned on the problem of duplicated bus stop names after the meeting, and take Members' suggestions into account and make appropriate amendments when updating the information on the relevant bus routes.

51. Senior Transport Officer/Tsuen Wan of the TD responded that the TD noted Members' suggestions, and would consider the feasible improvement measures with the KMB and the relevant Members.

52. The comments and enquiries of Members were summarised as follows:

- (1) he appreciated Members' suggestions, but expressed regret over the KMB's response which simply noted the suggestions (Mr LAU Cheuk-yu);
- (2) the names of some existing bus stops in the district would cause confusion to passengers. For example, as Chung On Street was a relatively long street, passengers would find it difficult to grasp the exact location of the stop simply named Chung On Street. However, if the bus stop was renamed as Tsuen Fung Centre Stop, that would sound relatively far away from Chung On Street. He also pointed out that the names of some bus stops along Wo Yi Hop Road, which were named after side streets such as Lam Tin Street, Ta Chuen Ping Street and Shek Yi Road, were not at all clear. Hence, he suggested that these bus stops should be renamed after buildings in the vicinity (Mr LAI Man-fai);
- (3) he agreed to unifying the bus stop names for Lady Trench Polyclinic by using just the name Chuen Lung Street Stop. He expressed disappointment as the TD and KMB simply noted the suggestions. Besides, some residents also proposed renaming Belvedere Garden Phase 3 Stop, which was the en route stop of routes no. 34M, 34 and 234B, as Tsuen Wan Government Primary School Stop since the bus stop was in the immediate proximity of Tsuen Wan Government Primary School. As Yau Kom Tau Stop, which was the en route stop of routes no. 53 and 234, was actually far away from Yau Kom Tau, he proposed renaming the bus stop after The Bay Bridge Lifestyle Retreat in the vicinity (Mr LUK Ling-chung, Antonio); and
- (4) he did not understand the justification for the naming of the Belvedere Garden Phase 3 stop on Castle Peak Road, and thought that it might cause confusion to people coming from other districts. He therefore suggested that it should be renamed as Tsuen Wan Government Primary School Stop or Belvedere Garden Phase 2 Stop. He also enquired of the KMB and TD whether they would review the names of bus stops on a regular basis, and whether they had set up criteria for renaming bus stops (the Vice Chairman).

53. Acting Manager (Operations) of the KMB responded that the KMB noted Members' views. As the names of many bus stops had a long history and residents were familiar with them, bus stops had not been renamed so frequently in the past. The KMB would re-examine various kinds of problems related to the names of bus stops in the district at present, and follow them up with DC Members of the constituencies concerned.

54. Senior Transport Officer/Tsuen Wan of the TD responded that bus companies would name bus stops after nearby landmarks and passenger habits at present. Upon receipt of comments from the public or DC Members, the TD would follow them up with respective

bus companies. If a bus stop in question involved different bus companies, the TD would coordinate when necessary.

55. Mr LAU Jackson stated that passengers might be confused by the names of some bus stops which had not been updated according to the changes in landmarks in the vicinity by the bus companies concerned for a long time. As such, he expected that the bus companies would follow it up.

56. The Chairman requested the TD and KMB to note Members' views. He believed both parties would welcome Members to raise comments on naming of bus stops in writing for discussion. To avoid conflict, he hoped that the TD and KMB would consult DC Members of the constituencies concerned before renaming bus stops.

57. The comments and enquiries of the Chairman and Members were summarised as follows:

- (1) as many Members were concerned about the response given by the KMB and TD which simply noted Members' views, he suggested that the T&TC should specifically request the two parties to follow up on the matter (Mr LAU Chi-hung);
- (2) in his opinion, when the KMB and TD responded that they "noted Members' views", it meant that they would put Members' views on record. He recommended Members to raise comments on the names of bus stops in writing, and hoped that the KMB would consult DC Members of the constituencies concerned before renaming bus stops (Chairman); and
- (3) he suggested that the item should be included under the Matters Arising from the Minutes of the Previous Meeting for further follow-up, and hoped that the KMB could give response to Members in a more specific manner in the future (Mr LAU Cheuk-yu).

58. Acting Manager (Operations) of the KMB responded that the KMB would discuss with DC Members of the constituencies concerned the names of and arrangements for the bus stops concerned in various areas after the meeting.

59. Manager (Public Affairs) of the KMB clarified that the meaning of "noted Members' views" was not equivalent to "listening without acting". The KMB had studied the feasibility of each proposal set out in the paper, but could not report on them one after another at the meeting because the paper had mentioned many bus stops and it was necessary to consult DC Members of the constituencies concerned before renaming bus stops. Apart

from following up on Members' suggestions at present, the KMB would have further discussion with DC Members of the constituencies concerned in this matter.

60. The Chairman concluded that he requested the KMB to communicate with Mr LAU Jackson and DC Members of the constituencies concerned regarding the proposal set out in the paper. Members might also submit written comments to the TD and KMB on the names of bus stops other than those set out in the paper, and submit copies to him for follow-up.

X Item 9: Request for Painting Yellow-boxes on Cheung Shan Estate Road West
(T&TC Paper No. 22/20-21)

61. The Chairman stated that Mr LAI Man-fai submitted the paper. The representatives of government departments responsible for giving response included:

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

62. Mr LAI Man-fai introduced the paper.

63. Engineer/Tsuen Wan 2 of the TD responded that according to "Road Users' Code", the function of yellow box marking was to remind the drivers not to enter unless exit was clear. Owing to frequent illegal parking on Cheung Shan Estate Road West at present, the TD held that it would be more appropriate to designate the area as a 24-hour prohibited zone by painting double yellow lines.

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

- (1) a total of 137 FPTs against illegal parking were issued at Cheung Shan Estate Road West in Tsuen Wan District from April to June 2020; and
- (2) regarding the problem of illegal parking off Tung Kong Restaurant on Sha Tsui Road as mentioned by Members during the T&TC meeting held in June, a total of 480 FPTs were issued by the HKPF at the location concerned since April 2020.

65. Acting Manager (Operations) of the KMB responded that as the problem of illegal parking had become more serious in the district recently, the KMB would summon the Police for assistance when required. However, as it would take time for police officers to arrive at scene upon receipt of report, bus frequencies during the period might be delayed. He therefore hoped that the HKPF would strengthen enforcement action to ensure smooth operation of buses without obstruction caused by illegal parking.

66. Mr LAI Man-fai was discontented with TD's response. He also pointed out that the double yellow lines currently painted on Cheung Shan Estate Road West failed to effectively curb the daily problem of illegal parking. Nevertheless, it would be difficult for the HKPF to deploy staff for monitoring at scene round the clock. Therefore, the TD should flexibly follow up having regard to the actual situation.

67. Engineer/Tsuen Wan 2 of the TD hoped that Members would respect others in their speech.

68. The Chairman reminded Members to pay attention to their choice of words when giving their speech, and hoped that problems in the community could be solved through rational discussion at meetings.

69. The comments and enquiries of Members were summarised as follows:

- (1) he was discontented with the TD's representative for not giving further response to Members' views (Mr LAM Sek-tim); and
- (2) in view of manpower constraints of the HKPF and the difficulty in making immediate staff deployment to the scene upon receipt of request for assistance, the problem could not be tackled by the HKPF's enforcement action alone. So, he proposed a site visit to explore the feasibility of relocating the bus stop (Mr WONG Ka-wa).

70. Engineer/Tsuen Wan 2 of the TD responded that the TD would welcome a rational discussion with Members.

71. Acting Manager (Operations) of the KMB responded that relocation of the bus stop on Cheung Shan Estate Road West would seriously affect the routing of bus routes using the bus stop. He agreed to conduct a site inspection.

72. The Chairman concluded that although double yellow lines had been painted in the area around Cheung Shan Estate Road West, it was still difficult for buses to make a U-turn at the location due to illegally parked vehicles often found there. Moreover, it was difficult for the HKPF to take enforcement action at the location concerned round the clock. So, he would conduct site inspection with the KMB, TD and HKPF to explore improvement proposals.

(Post-meeting note: Members, together with the representatives of the TD, the HKPF and the KMB, conducted a site inspection to Cheung Shan Estate Road West on 10 July 2020.)

(Note: Mr KOT Siu-yuen left the meeting at 4:28 p.m.)

XI Item 10: Request for a Study on the Feasibility of Relaxing the Restrictions of the Prohibited Zone with a view to Promoting the Improvement and Development of Minibus Service

(T&TC Paper No. 23/20-21)

73. The Chairman stated that the Vice Chairman submitted the paper. The government representative responsible for giving response was Mr LAU Wing-hang, Will, Senior Transport Officer/Tsuen Wan, TD. Besides, the written reply from the TD was tabled at the meeting.

74. The Vice Chairman introduced the paper.

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

- (1) the TD would consider the proposed relaxation of the picking up/dropping off restriction at the four locations mentioned in the paper. Upon the formulation of specific proposals, the TD would conduct consultation according to the established mechanism. Nevertheless, the TD would try to avoid relaxing the picking up/dropping off restriction imposed within the area of bus stops lest the operation of buses should be adversely affected; and
- (2) since there were no scheduled service routes for red minibuses (RMBs), the TD had to conduct a prudent assessment of the possible impact on traffic when considering relaxing the restriction.

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

- (1) he enquired whether the TD had conducted review on the coordination between RMBs and other public transport modes on a regular basis, and whether the TD would regularly meet with RMB operators (Mr TSE Man-chak);
- (2) it was difficult for passengers to board GMBs operating route no. 96M at the en route stop at Ting Kau Village because GMBs were often full when arriving there. Therefore, he opined that the TD should advise minibus operators to provide smartphone app appointment booking service to facilitate boarding at en route stops (Mr LAU Chi-hung);
- (3) he hoped that the TD would explain more about its policy towards RMBs. He also worried that as the RMB service routes and frequencies were not under regulation, it might be more difficult to coordinate the services of RMBs and other public transport service after relaxing the picking up/dropping off restriction imposed on RMBs. He cited KMB route no. 234X as an example, indicating that

the routing might be overlapping with that of RMBs operating between Tsuen Wan and Lai Chi Kok. As a result, passenger demand on both KMB and RMB services would be reduced, and the KMB would be forced to implement frequency reduction or re-routing to the route. The relaxation of the picking up/dropping off restriction on RMBs was part of the overall public transport programme. As such, he hoped that the TD would take a basket of factors into account when considering Members' proposal (Mr NG Hin-lung, Norris); and

- (4) he welcomed the TD's consideration of a relaxation of the picking up/dropping off restriction on RMBs. As compared with the traditional operating mode of RMB by joining routes designated by the industry itself, some individual operators were offering appointment booking service at present. He suggested that the TD should actively study the development of RMBs in the future and enhance its communication with RMB operators. He also suggested that the flexibility of RMBs should be exploited so that RMB services could make up for the shortfall in other public transport services in the small hours or late night. This, he believed, would reduce the pressure on the overall public transport (the Vice Chairman).

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

- (1) the TD had always maintained close communication with the public light bus industry. While the existing policy was to encourage the conversion of RMBs to GMBs for regulation, the TD would also discuss with RMB operators various measures to meet the needs of the industry, including the earlier relaxation of the restriction on RMBs' use of the Tsing Sha Highway. Simultaneously, the TD would consider proposals for relaxing the restrictions on RMBs' operation at smaller prohibited areas subject to the actual situations of individual cases;
- (2) the TD would examine various views in the light of the role of RMBs in public transport service; and
- (3) the TD noted Members' views about the impact of relaxing the picking up/dropping off restriction of RMBs on the service of other public transport modes. As there were no scheduled routes for RMBs, relaxing the restriction of prohibited zones would imply that RMBs or even all vehicles could pick up or drop off passengers at such locations. In this connection, the TD would take the related factors into consideration together.

78. The Chairman concluded that the TD had taken note of Members' suggestions. He also requested the TD should have communication with the DC Members concerned before conducting further studies.

XII Item 11: “Strongly Request for Provision of Pedestrian Light System at Lei Muk Shue Estate, Wo Yi Hop Road”

(T&TC Paper No. 24/20-21)

79. The Chairman stated that Mr WONG Ka-wa and Mr LI Hung-por submitted the paper. The representative of government department responsible for giving response was Mr CHEUNG Kim-hung, Michael, Engineer/Tsuen Wan 2, TD.

80. Mr WONG Ka-wa and Mr LI Hung-por introduced the paper.

81. Engineer/Tsuen Wan 2 of the TD responded that Members and engineers of the TD had conducted site visit in September 2019. If pedestrian crossing facilities were to be provided on Wo Yi Hop Road near Lei Muk Shue Estate north, it was necessary to construct a traffic island and cancel a lane on Wo Yi Hop Road southbound. Upon studying this option, the TD opined that it would result in saturation of vehicular flow, and therefore did not recommend taking forward the project. Instead, the TD would explore some other ways to facilitate the access of residents of Lei Muk Shue Estate to the bus stops on Wo Yi Hop Road.

82. The comments and enquiries of Members were summarised as follows:

- (1) he objected to Members’ proposal in the capacity of a resident and motorist of Lei Muk Shue Estate. He opined that the existing pedestrian crossing facilities were adequate already. If additional pedestrian lights were provided, traffic lights had to be installed for some lanes at the same time, resulting in increased travelling time of vehicles and bringing inconvenience to bus passengers and motorists. (Mr LAI Man-fai);
- (2) at present, many residents of Lei Muk Shue Estate had to cross two roads before they could reach the other side of Wo Yi Hop Road. Their actual crossing time would be dependent on the traffic signals at the moment they crossed the roads. If his proposal was implemented, residents could reach the opposite of Wo Yi Hop Road by crossing one road only. He thanked the TD for conducting the relevant study, hoping that the TD would provide the data for further study (Mr WONG Ka-wa); and
- (3) he enquired of Members about the exact location of the proposed additional pedestrian crossing facilities (Mr NG Hin-lung, Norris).

83. Engineer/Tsuen Wan 2 of the TD responded that the representative of the TD would provide the Members concerned with data obtained by TD’s study after the meeting.

84. The Chairman responded that Members proposed providing additional pedestrian crossing facilities at the junction off the convenience store at Lei Muk Shue Estate Public Transport Interchange on Wo Yi Hop Road.

85. Mr WONG Ka-wa stated that he accepted the TD's views for the time being and would consider the issue further after the TD had provided the data. Therefore, he proposed that the motion should be withdrawn.

86. The Chairman stated that according to Section 22 of the Standing Orders, no motion shall be withdrawn except with the unanimous consent of the Members present. He enquired whether Members agreed to withdraw the motion. Members unanimously agreed to withdraw the motion.

87. The Chairman announced that the motion was withdrawn. He also requested the TD to coordinate with the Members concerned and provide them with the required data for further study on the feasibility of the proposed project after the meeting.

XIII Item 12: 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 5 June 2020)

(T&TC Paper No. 25/20-21)

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

89. The comments and enquiries of the Chairman and Members were summarised as follows:

- (1) he requested to expeditiously implement the works items about upgrading of roads and work out the timetable of the Widening of Road and Improvement of Traffic Signs and Traffic Markings on Castle Peak Road – Sham Tseng near Rhine Garden under Project No. NE/17/00461-77 (Project No. NE/17/00461-77) to relieve the congestion problem at Sham Tseng (Mr NG Hin-lung, Norris);
- (2) he enquired about the details of the Provision of road markings for minibus stand at the junction of Shiu Wo Street and Chung On Street under Project No. TW/19/01399-110 (Project No. TW/19/01399-110). He was also concerned about the potential safety hazard posed to pedestrians by many cyclists dashing down the ramp along Walkway No. NS56A at Tsuen Kam Interchange. He therefore requested for installation of signs at the access points of the walkway prohibiting bicycles from entering (Mr PUN Long-chung, Roy);

- (3) he enquired about the details of the Improvements to traffic lights on at-grade road and roadside railings on Sha Tsui Road near Ham Tin Street under Project No. NE/18/01591-100 (Project No. NE/18/01591-100), and the expected completion date of Improvements to pedestrian crossing facilities as well as traffic signs and road markings on Sha Tsui Road near Tsuen Wing Street under Project No. TW/18/01930-108 (Project No. TW/18/01930-108) (Mr LAM Sek-tim);
- (4) he was concerned about the finalised plan of the Provision of road markings and traffic signs on Hoi Hing Road near Tai Chung Road under Project No. TW/20/01010-24. Moreover, he enquired about the details and timetables of the Provision of road markings on Tai Ho Road near Tsuen Wan West Station of the West Rail under Project No. TW/19/02601-30 and the Provision of No-stopping Restriction Zones at Hoi Kwai Road Public Transport Interchange under Project No. TW/19/02386-160. Furthermore, as painting of double yellow lines at the section on Hoi Hing Road near Tsuen Wan Road would only be launched in January 2021, he enquired whether other short-term improvement proposals could be provided to solve the problem of illegal parking at the location concerned (the Vice Chairman);
- (5) as the railings at Discovery Park Public Transport Interchange were often damaged by buses accidentally, he hoped that the HyD could discuss with him the long-term improvement proposals (Mr LAU Cheuk-yu); and
- (6) he requested the HyD to implement the project of removing the double yellow lines off Allway Garden as soon as possible because no progress has been made since conducting the local consultation in May 2019 (the Chairman).

(Note: Mr LI Hung-por left the meeting at 5:14 p.m.)

90. District Engineer/General (3) of the HyD responded that extension of the lay-by and relocation of trees under Project No. NE/17/00461-77 had been completed in mid-2019. The remaining improvement works had also been launched, and the contractor had submitted applications to the department concerning temporary traffic arrangement for the remaining works items.

91. Engineer/Tsuen Wan 1 of the TD responded as follows:

- (1) the works item under Project No. TW/19/01399-110 was the provision of parking spaces for GMBs at night to facilitate parking of GMBs by their drivers at night;
- (2) the works item under Project No. NE/18/01591-100 was the replacement of railings at areas around the junction to optimise the vision of road users;
- (3) the TD had requested the HKPF to strengthen law enforcement against illegal parking on Hoi Hing Road near Tsuen Wan Road;

- (4) the TD planned to install crash barriers at Discovery Park Public Transport Interchange; and
- (5) regarding the works of relaxation of restriction of the 24-hour No-stopping Restriction Zone (double yellow lines) off Blocks D and E of Allway Garden, the TD had received objections earlier. Having struck a balance between the views of both sides, the TD was taking forward a pilot scheme to relax the 24-hour No-stopping Restriction Zone in the area around Tsuen King Circuit.

XIV Item 13: Application for District Council Funds as regards Activities Co-organised by the Working Group on Road Safety Education and Promotion and District Organisations

(T&TC Paper No. 26/20-21)

92. The Secretary introduced the paper. She also read out the list of Members who were concurrently Members of the Working Group on Road Safety Education and Promotion, so as to indicate that they had made declaration of their membership. The membership list was set out in Annex I.

93. The Chairman declared that he was a Member of the Working Group on Road Safety Education and Promotion. As he held the post in a nominal capacity, he could continue to preside over the meeting. The Chairman permitted that the Members who were concurrently the Members of the Working Group on Road Safety Education and Promotion could speak, discuss and vote on the funding applications according to section 48(12) of the Standing Orders.

94. The Chairman asked if any Members needed to make declaration of other interest immediately. No Members made declaration of other interest.

95. Mr LAU Cheuk-yu enquired about the funding amount allocated to the Working Group on Road Safety Education and Promotion.

96. The Chairman responded that in the light of T&TC Paper No. 16/20-21, an amount of \$275,000 was allocated to the Working Group on Road Safety Education and Promotion this year.

97. The T&TC endorsed one funding application as follows:

<u>Activity</u>	<u>Applicant Organiser/ Co-organiser</u>	<u>Approved Amount (\$)</u>
(1) Tsuen Wan District Road Safety Drawing and Slogan Competitions	Hong Kong Lutheran Social Service Jockey Club Riviera Gardens Lutheran Integrated Service Centre	23,000.00
(2) Tsuen Wan District Road Safety Day-cum-Exemplary Pedestrians Recognition Day	Hong Kong Lutheran Social Service Jockey Club Riviera Gardens Lutheran Integrated Service Centre	25,000.00

XV Item 14: Progress Reports of Working Groups under the Traffic and Transport Committee

(A) Working Group on Development of Public Transport Services

98. The Vice Chairman reported that the first meeting of the Working Group was scheduled on 23 July 2020 and the deadline for submission of discussion paper was 8 July 2020.

(Post-meeting note: In view of the epidemic situation, the first meeting of the Working Group on Development of Public Transport Services was postponed until further notice.)

(B) Working Group on Development of Ancillary Facilities for Pedestrians

99. Mr LUK Ling-chung, Antonio reported that a meeting of the Working Group was held on 5 June 2020. The HyD reported on the latest development of Footbridges A to E at the meeting. Footbridges A (along Tai Ho Road) and D (connecting Tsuen Wan Plaza and Skyline Plaza) had been opened in mid-2013 and late 2019 respectively. The latest proposed alignment and preliminary design of Footbridge B (along Tai Chung Road and Hoi Shing Road) had been completed. The HyD would shortly consult the T&TC on the project which, if supported, would be launched according to the relevant procedures including gazettal and funds application for the project. The project mainly comprised relocation of the affected underground public utilities; construction of foundation, lift and staircase at the footbridge; as well as other greening and road works. Various alignment proposals for Footbridges C (Kwan Mun Hau Street and Luen Yan Street) and E (along Ma Tau Pa Road and Wing Shun Street) had been completed, and a local consultation exercise would be conducted by various means, including distributing consultation papers to housing estates and buildings along the proposed alignments, setting up dedicated webpages for the projects, and holding panel discussions and roving exhibitions. The Working Group requested the HyD to promptly consult the T&TC.

(C) Working Group on Road Safety Education and Promotion

100. Mr WONG Ka-wa reported that the Working Group would hold a meeting in due course.

XVI Item 15: Any Other Business

101. The comments and enquiries of the Chairman and Members were summarised as follows:

- (1) it was learnt that the TD would conduct the “Average Speed Camera System (ASCS) Trial Scheme” (the so-called “Zone Detection”) in Tsuen Wan. He requested the TD to take the initiative to submit a paper for Members’ discussion at the next T&TC meeting (the Vice Chairman);
- (2) he enquired about the expected completion date of project no. TW/18/01930-108. He was also concerned about whether the owners’ corporation of Sheung Chui Court had been consulted before the electricity supplier’s service box was installed at the main entrance of Sheung Chui Court. Besides, he indicated that the installation location of the electricity supplier’s service box was undesirable and thus recommended relocation (Mr LAM Sek-tim);
- (3) he was discontented with the TD for implementing the Zone Detection without consulting the T&TC. He also enquired why the Scheme would be implemented in Tsuen Wan after it had been voted down by the LegCo. Besides, he was concerned about how the TD would handle the data collected by the system, and requested the TD to give response at the next T&TC meeting (Mr LAU Cheuk-yu);
- (4) as the service of routes no. NR334 and NR338 under the residents’ service (RS) of Ma Wan was currently suspended without a plan of resumption, residents of Ma Wan had to interchange in Tsing Yi for other means of public transport for a journey to the airport. He had therefore written to the TD to request that it should address the above issue, pointing out that it was the responsibility of the TD as the supervisor of traffic matters to deal with the issue (Mr TAM Hoi-pong); and
- (5) the LegCo had voted down the proposed implementation of the Zone Detection at the Hong Kong-Zhuhai-Macao Bridge. Considering that Members were highly concerned about the Scheme, he expected that the TD would show respect to the T&TC by briefing the T&TC on the Scheme and consulting Members before taking forward the Zone Detection. Besides, he expected that the TD would actively follow up on the service suspension of RS routes no. NR334 and NR338 (the Chairman).

102. Engineer/Tsuen Wan 1 of the TD responded that he did not have any detailed information on the ASCS Trial Scheme then. It was noted that, in view of the local residents’ concern over the noise nuisance at Tsuen Wan Road, the TD had previously

mentioned a plan to implement the Scheme on Tsuen Wan Road on a trial basis this year at relevant committee meetings.

103. The comments and enquiries of the Chairman and Members were summarised as follows:

- (1) it was learnt that the Trial Scheme of Zone Detection would be carried out in Tsuen Wan in 2021 (Mr LAU Cheuk-yu); and
- (2) he requested the TD to provide a written reply to the Zone Detection, hoping that the TD would consult the DC before implementing the scheme (the Chairman).

104. Engineer/Tsuen Wan 1 of the TD noted the views of the Chairman and Members.

(Post-meeting note: The T&TC received the written reply of the TD on 4 August 2020, which had been distributed to Members.)

105. Senior Transport Officer/Tsuen Wan of the TD responded that the TD would continue the related co-ordination work and maintain communication with the Members concerned and representatives of Ma Wan residents.

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

- (1) the HyD had completed the pipelaying works and at-grade road improvements under Project No. TW/18/01930-108. Works of underground public utilities were being implemented by the CLP Power Hong Kong Limited (CLP) at the location concerned. Upon completion, the CLP would coordinate with the Electrical and Mechanical Services Department and the TD's Traffic Control Division for making adjustments to traffic signals and implementing the remaining works. The project was expected to be completed in the fourth quarter of this year; and
- (2) the HyD would follow up with Members after clarifying the ownership of the electricity supplier's service box installed at the entrance of the Sheung Chui Court.

107. The Chairman concluded that Members might, if necessary, follow up with the HyD after the meeting and arrange a site inspection.

108. The Chairman reminded Members that the next meeting was scheduled for 24 August 2020 and the deadline for submission of discussion papers was 7 August 2020.

(Post-meeting note: In view of the situation of the epidemic, the 5th meeting of the T&TC was re-scheduled on 8 September 2020.)

XVII Adjournment of Meeting

109. There being no other business, the meeting was adjourned at 5:39 p.m.

Tsuen Wan District Council Secretariat

August 2020