

(Translation)

Minutes of the 5<sup>th</sup> Meeting of Traffic and Transport Committee (3/20-21)

Date: 8 September 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
Mr LEE Huen-yiu	District Engineer/Tsuen Wan, 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
Mr YIM Hong-yue, Owen	Executive Officer (District Council)3, Tsuen Wan District Office
Miss CHEUNG Wai-nga, Katherine (Secretary)	Executive Officer (District Council)4, Tsuen Wan District Office

In attendance:

Mr LEUNG Wang-cheong	Manager (Operations), Kowloon Motor Bus Company (1933) Limited
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Attendance by Invitation:

For discussion of item 5

Mr WONG Wa-kei	Senior Engineer/New Territories 2, Highways Department
Ms LEUNG Kit-wan	Engineer/New Territories 2-2, Highways Department
Mr CHAN Sze-ho	Engineer/Covered Walkway 2-2, Highways Department
Mr CHEUNG Kin-keung	Deputy Managing Director, Mannings (Asia) Consultants Limited
Mr CHAN Ho-kong	Director, Mannings (Asia) Consultants Limited
Mr CHAN Kwai-fung	Engineer, Mannings (Asia) Consultants Limited

For discussion of item 6

Mr CHOCK Chi-tung	Senior Engineer/Universal Accessibility, Highways Department
Mr LEUNG Lap-yin	Engineer/Universal Accessibility, Highways Department
Mr CHEUNG Kin-keung	Deputy Managing Director, Mannings (Asia) Consultants Limited
Mr MAK Ho-sau	Project Engineer, Mannings (Asia) Consultants Limited

For discussion of item 14

Mr CHEN Wai-kuen	Administrative Assistant/Lands, District Lands Office, Tsuen Wan and Kwai Tsing
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The Meeting

I Opening Remarks and Introduction

The Chairman welcomed the Members and representatives from the government departments and corporations to the 5th meeting of the Traffic and Transport Committee (T&TC), and introduced Mr LEE Huen-yiu who succeeded Ms

CHAN Hoi-ki, Maggie as District Engineer/Tsuen Wan (Dist Engr/Tsuen Wan) of the Highways Department (HyD).

2. The Chairman stated that according to section 28 of the Tsuen Wan District Council Standing Orders (the “Standing Orders”), unless otherwise specified, Members who had submitted a paper might have up to 1.5 minutes to make an introduction and 1 minute to make supplementary remarks for each agenda item. Other Members might have up to 1 minute to put forth enquiries or views. The representatives of the departments might speak up to 1.5 minutes twice.

II Item 1: Confirmation of Minutes of the 4<sup>th</sup> Meeting held on 22.6.2020

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

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

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

(Note: Mr MAN Yu-ming and Mr TSE Man-chak joined the meeting at 2:35 p.m.)

IV Item 3: 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. 27/20-21)

5. The Secretary introduced the paper and read out the membership list of Members who were concurrently the 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.

6. The Chairman said that he had made declaration of his membership of the Working Group on Road Safety Education and Promotion which was a nominal post title. Therefore, he could continue to chair the meeting and participate in the discussion, decision-making and voting of the funding application concerned. Besides, he determined that Members who had made declaration of their membership of the Working Group on Road Safety Education and Promotion could participate in the discussion, decision-making and voting of the funding application concerned in accordance with section 48(12) of the Standing Orders.

7. The Chairman asked if any Members needed to make declaration of other interests. Mr WONG Ka-wa made declaration of his membership of the Tsuen Wan Safe and Healthy Community Steering Committee.

8. The Chairman stated that as the membership of the Tsuen Wan Safe and Healthy Community Steering Committee was a nominal post title, he decided that the Member who had made declaration of his membership of the Tsuen Wan Safe and Healthy Community Steering Committee could remain in the meeting, but he could

not speak or participate in the discussion and voting in accordance with section 48(12) of the Standing Orders.

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

- (1) the first lecture was scheduled for 16 October 2020. He opined that as the current epidemic situation was severe, it might not be a suitable time to hold mass gathering activities. Besides, as the target group of the activity was elderly persons, who were exposed to a greater risk of infection when participating in group activities, he had reservations about the activity (Mr NG Hin-lung, Norris); and
- (2) he enquired of the Secretariat whether it had discussed with the applicant organisation the arrangement during the epidemic, such as amendment to or cancellation of the activity (the Chairman).

10. The Secretary responded that if the epidemic was still severe on the day scheduled for the activity, the organisation might apply for a change in the date of activity or cancellation of the activity according to the Guidelines on the Tsuen Wan District Council Funds.

11. The Chairman asked Members to vote on the funding application concerned. The voting result was 8 votes in favour, 1 against and 0 abstention.

12. The Chairman announced that one funding application was endorsed as follows:

	<u>Activity</u>	<u>Applicant Organisation/ Co-organiser</u>	<u>Amount Approved (\$)</u>
(1)	Tsuen Wan District Road Safety Talk for the Elderly	Tsuen Wan Safe and Healthy Community Steering Committee	21,000

(Note: Ms CHAN Kim-kam and Mr PUN Long-chung, Roy joined the meeting at 2:40 p.m.)

V Item 4: Application for District Council Funds as regards Activities Co-organised by the Working Group on Development of Public Transport Services, the Working Group on Development of Ancillary Facilities for Pedestrians and District Organisations  
(T&TC Paper No. 28/20-21)

13. The Secretary introduced the paper and read out the membership lists of Members who were concurrently the Members of the Working Group on Development of Public Transport Services and Members of the Working Group on Development of Ancillary Facilities for Pedestrians so as to indicate that they had made declaration of their membership. The membership lists were set out in Annex I.

14. The Chairman said that he had made declaration of his membership of the Working Group on Development of Public Transport Services and that of the Working Group on Development of Ancillary Facilities for Pedestrians which were nominal post titles. Therefore, he could continue to chair the meeting and participate in the discussion, decision-making and voting of the funding application concerned. Besides, he determined that Members who had made declaration of their membership of the Working Group on Development of Public Transport Services and that of the Working Group on Development of Ancillary Facilities for Pedestrians could participate in the discussion, decision-making and voting of the funding application concerned in accordance with section 48(12) of the Standing Orders.

15. The Chairman asked if any Members needed to make declaration of other interests. No Members made declaration of other interests.

16. Members unanimously endorsed one funding application as follows:

<u>Activity</u>	<u>Applicant Organisation/ Co-organiser</u>	<u>Amount Approved (\$)</u>
(1) Survey on the Use of Ancillary Facilities on Roads in Tsuen Wan District	Po Leung Kuk F.S.F.T. Children and Youth Development Centre	190,000

VI Item 5: Extension of Footbridge Network in Tsuen Wan – Footbridge B along Tai Chung Road and Hoi Shing Road  
(T&TC Paper No. 29/20-21)

17. The Chairman stated that the HyD submitted the paper and introduced the representatives from the HyD and the corporation responsible for briefing on the agenda item, including:

- (1) Mr WONG Wa-kei, Senior Engineer/New Territories 2 (Sr Engr/NT2) of the HyD;
- (2) Ms LEUNG Kit-wan, Engineer/New Territories 2-2 (Engr/NT2-2) of the HyD;
- (3) Mr CHAN Sze-ho, Engineer/Covered Walkway 2-2 (Engr/CWY2-2) of the HyD;
- (4) Mr CHEUNG Kin-keung, Deputy Managing Director of the Mannings (Asia) Consultants Limited;
- (5) Mr CHAN Ho-kong, Director of the Mannings (Asia) Consultants Limited; and
- (6) Mr CHAN Kwai-fung, Engineer of the Mannings (Asia) Consultants Limited.

18. The Chairman stated that for this agenda item, each Member could speak for up to 1 minute once. The representatives from the department might have up to 8 minutes to introduce the paper. The total time for response was 10 minutes.

(Note: Mr TAM Hoi-pong joined the meeting at 2:45 p.m.)

19. Sr Engr/NT2 and Engr/NT2-2 of the HyD and Director of the Mannings (Asia) Consultants Limited introduced the paper.

20. The Chairman enquired whether the HyD had received any strong views against the proposed works during the meetings with the resident representatives in the past two years, and if so, what the opposing views were about.

21. Director of the Mannings (Asia) Consultants Limited responded that during the consultation conducted last year, the opposing views received were mainly made by the representatives of Excelsior Building on the possible impact on landscape, privacy and value of property upon completion of Footbridge B. The representatives of Excelsior Building hoped to move the alignment of the footbridge to the middle of the carriageway or construct a pedestrian subway as an alternative so that the footbridge would be far away from the building. The project consultants explained that Footbridge B was designed with a height same as that of the existing footbridge. The alternative proposal put forth by the representatives of Excelsior Building would affect the large-sized underground drains at Tai Chung Road and hence their discharging capacity. The temporary traffic arrangement to be implemented during construction would pose serious impact on traffic and pedestrians. Hence, the proposal was rejected. According to the current plan, the existing ramp outside Excelsior Building would be demolished and replaced with a lift. Considerations were also given to replacing the existing staircase which would be reprovisioned, with a scissor staircase so that the exit would be underneath Footbridge B in the future and far away from the main entrance of Excelsior Building on Tai Chung Road.

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

- (1) the Footbridge B project had been discussed for more than ten years with amendments made having regard to the views raised by various parties concerned. Although he supported the adoption of the proposal on constructing a footbridge along the entire section, he hoped that the HyD would provide the findings of the consultations conducted in the past two years so that Members could have a better understanding of public opinions (Mr LI Hung-por);
- (2) she was concerned about whether the HyD had fully consulted the residents of Clague Garden Estate, and pointed out that she still received opposing views about the section of Footbridge B between Clague Garden Estate and Po On Commercial Association Wong Siu Ching Secondary School from the residents before the meeting. At present, the footbridge between Clague Garden Estate and Tsuen Wan Plaza was an area that fell within nobody's jurisdiction. As the footbridge was not under the Government's purview, environmental hygiene problems arose thereon. Besides, its connection to Footbridge B might further affect the environs due to an increase in pedestrian flow. For example, pedestrian flow would be diverted to the area within Clague Garden Estate. Hence, during the district consultations conducted by the Authorities, residents of Clague Garden Estate had urged the HyD to first deal with the issue

concerning the power of management of the footbridge before taking forward the works. The residents had stated in several consultations that they would accept the proposed project only if the Government had taken over the management of the footbridge. She hoped to draw Members' attention to the said condition (Ms CHAN Kim-kam);

- (3) he was greatly concerned about the works progress of Footbridges C and E. As it took more than 19 months to complete the preparation work for Footbridge B project, the HyD could only submit the paper to the T&TC at this meeting. In this connection, he hoped that the HyD would streamline the works procedures of Footbridges C and E to expedite the commencement of works. He also enquired of the HyD whether the existing staircase of the footbridge beside Po On Commercial Association Wong Siu Ching Secondary School would be demolished, whether a temporary staircase would be provided for pedestrian access during construction, and how the trees around the location concerned would be handled (Mr LUK Ling-chung, Antonio);
- (4) he supported the current design of Footbridge B (Tai Chung Road Section) and believed that it could facilitate residents' access from Discovery Park to the area around Hoi Shing Road. He also pointed out that households of the lower floors of the residential premises around Hoi Shing Road preferred the proposal on constructing a covered walkway for Footbridge B (Hoi Shing Road Section) (Mr LAI Man-fai);
- (5) he was concerned that the current proposal on connecting Footbridge B (Hoi Shing Road Section) and Tsuen Wan Plaza was alleged to be implemented for diverting pedestrian flow to the said shopping centre. He supported the proposal for a covered walkway for Footbridge B (Hoi Shing Road Section), and thought that the proposal was more cost-effective and less likely to result in view obstruction. He was also concerned about the reasons why residents opposed this proposal (Mr TAM Hoi-pong);
- (6) he enquired how the HyD would deal with the issue about the management of the footbridge connecting to Discovery Park across Castle Peak Road and the footbridge connecting Clague Garden Estate and Tsuen Wan Plaza. He suggested that the HyD should follow the approach for dealing with the management problem of the footbridges at Belvedere Garden Phase 3, and take over the two footbridges to facilitate management and alleviate the residents' concern. He was also concerned about how the HyD would handle the trees affected by the project (the Vice Chairman); and
- (7) although the footbridge connecting to Discovery Park across Castle Peak Road was currently owned by Discovery Park, he proposed that the HyD should take over the footbridge in question and the footbridge connecting Clague Garden Estate and Tsuen Wan Plaza altogether to facilitate management. Besides, residents in the vicinity of Discovery Park supported the current proposal for Footbridge B in general. He also supported the proposal on constructing a footbridge along the entire

section to minimise the number of times of getting on and off a footbridge by members of the public (Mr LAU Cheuk-yu).

23. Sr Engr/NT2 of the HyD responded as follows:
- (1) as the proposal for Footbridge B (Hoi Shing Road Section) was relatively controversial, the HyD had considered adopting the proposal on constructing a covered walkway at this section to resolve the controversy and cut the cost. However, residents and the District Councillor of the constituency concerned considered that the function of the proposed covered walkway was incompatible with the environment at scene when compared with the proposal on constructing a footbridge. Subsequently, the proposal for a covered walkway was shelved;
  - (2) the HyD had all along discussed with Discovery Park and Clague Garden Estate the issues about the management and hygiene of the existing footbridges after their connection to Footbridge B, and had consulted the policy bureaux concerned. The HyD would continue to follow up the above matters according to the latest policies and relevant principles when taking forward the project;
  - (3) as shown in the opinions collected by the HyD during public consultations, over 90% of the public supported the project proposal of Footbridge B;
  - (4) the HyD still held meetings with the residents of Clague Garden Estate from time to time at present. The Hong Kong Housing Society and resident representatives concerned had undertaken to cooperate with the HyD in this respect. The HyD would also continue to discuss with various parties the detailed arrangements regarding the connection of Footbridge B;
  - (5) there were about 160 trees within the works site of Footbridge B. The project consultants had revised the design to reduce the number of affected trees from about 40 to about 20. Apart from transplanting some of the affected trees to other locations in the same district, the HyD would also grow additional plants above and below the footbridge to enhance environment; and
  - (6) the HyD hoped to gain support from the T&TC at this meeting for taking forward the next phase of work, including gazettal and making a funding application for commencement of works.
24. Engr/NT2-2 of the HyD responded as follows:
- (1) as the maintenance and repair of the existing footbridge connecting to Discovery Park across Castle Peak Road was not undertaken by the HyD, and Footbridge B would not be connected to the footbridge in question directly, she believed that the works would not pose any structural impact on the footbridge in question. Therefore, there was no strong justification to support the takeover of the footbridge by the Government. The HyD had also consulted relevant policy bureaux and departments about the proposal before making the decision;

- (2) noting that Members were concerned about the hygiene problem of the footbridge connecting to Discovery Park across Castle Peak Road, the HyD had relayed the problem to the Food and Environmental Hygiene Department;
  - (3) the HyD believed that the location and height of Footbridge B would not affect the landscape at Tsuen Wan Plaza. It would consider the installation of opaque panels with better ventilation effect at the section of Footbridge B near Po On Commercial Association Wong Siu Ching Secondary School on Hoi Shing Road to protect privacy; and
  - (4) noting that Members were concerned about the impact on trees posed by Footbridge B project, the HyD had revised the design to minimise the impact on the trees along the road.
25. Director of the Mannings (Asia) Consultants Limited responded as follows:
- (1) the company and relevant departments had held meetings and conducted site visits for several times with the chairpersons of the owners' corporations (OCs) and resident representatives of residential premises on Hoi Shing Road and east and west of Tai Chung Road, Discovery Park and Clague Garden Estate in 2019. They also held a roving exhibition at the Plaza of Tsuen Wan Town Hall and Discovery Park in April and May 2019 to introduce Footbridge B project to the public and gauge public opinions;
  - (2) the company had distributed promotional leaflets and set up a dedicated website to introduce the project with a view to conducting consultation in a more extensive and in-depth manner; and
  - (3) given the current design of footbridge alignment and geographical constraints, the ramp and staircase of the existing footbridge at Hoi Shing Road had to be demolished. However, reprovisioning of the staircase would be arranged at a suitable location. The ramp demolished would be replaced with a lift which the HyD planned to retrofit at the existing Footbridge No. NF166 (across Tai Chung Road near Hoi Shing Road) at the location shown in the diagram attached to the paper.
26. The views and enquiries of Members were summarised as follows:
- (1) generally speaking, he objected to the Footbridge B project. However, he would support the project if works were carried out at Footbridge B (Tai Chung Road Section) only, excluding Footbridge B (Hoi Shing Road Section). Thus, he suggested that the HyD should first commence the works for Footbridge B (Tai Chung Road Section) (Mr TAM Hoi-pong);
  - (2) he did not agree with the Members' dissenting views. In his opinion, despite the possible increase in pedestrian flow at Tsuen Wan Plaza brought by Footbridge B (Hoi Shing Road Section), the project could indeed facilitate public access (Mr LAU Cheuk-yu); and
  - (3) he opined that the works at Footbridge B (Tai Chung Road Section) could be carried out first, whilst a detailed study of the works at Footbridge B (Hoi Shing Road Section) with the local community continued in various

ways, such as holding meetings. He also opined that the views of the residents in the constituency concerned should not be the only consideration (Mr TSE Man-chak).

27. The Chairman concluded that the HyD and the consultant company had conducted a series of district consultation exercises in the past few years. According to relevant information, almost 95% of the respondents supported the current project proposal. At this meeting, most of the Members supported the current project proposal for Footbridge B, but individual Members objected to the alignment design of Footbridge B near Clague Garden Estate. As the design of alignment and other parts of many major infrastructure project proposals would be subject to changes after implementation due to technical reasons or responses from local residents, he requested the HyD to maintain communication with the Members concerned to meet the demands of various parties as far as possible.

VII Item 6: Third Phase of the Universal Accessibility Programme (UAP) - Retrofitting Lifts at Three Existing Footbridges (Structure Nos.: NF166, NF343 and NF437) in Tsuen Wan District  
(T&TC Paper No. 30/20-21)

28. The Chairman stated that the HyD submitted the paper and introduced the representatives from the HyD and the corporation responsible for briefing on the agenda item, including:

- (1) Mr CHOCK Chi-tung, Senior Engineer/Universal Accessibility (Sr Engr/Universal Accessibility) of the HyD;
- (2) Mr LEUNG Lap-yin, Engineer/Universal Accessibility (Engr/Universal Accessibility) of the HyD;
- (3) Mr CHEUNG Kin-keung, Deputy Managing Director of the Mannings (Asia) Consultants Limited; and
- (4) Mr MAK Ho-sau, Project Engineer of the Mannings (Asia) Consultants Limited.

29. The Chairman stated that for this agenda item, each Member could speak for up to 1 minute once. The representatives from the department might have up to 8 minutes to introduce the paper. The total time for response was 10 minutes.

30. Sr Engr/Universal Accessibility of the HyD and Project Engineer of the Mannings (Asia) Consultants Limited introduced the paper.

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

- (1) he supported the retrofitting of lifts at the above three footbridges, especially the lifts beside Footbridge No. NF437 (across Castle Peak Road - Tsing Lung Tau near Hong Kong Garden). As far as he knew, it had been pointed out in the previous term of TWDC that many residents had voiced the necessity of retrofitting lifts at Footbridge No. NF437 to reduce their needs of crossing the road, as well as their wish to complete the

- retrofitting works as soon as possible. In addition, he hoped that Discovery Park would take over the footbridge connecting to Discovery Park across Castle Peak Road, and that the HyD would retrofit lifts at this footbridge (Mr KOT Siu-yuen);
- (2) he enquired about the estimation of pedestrian flow at Footbridge No. NF343 (across the junction of Tai Ho Road and Sha Tsui Road), and whether the estimation included the anticipated increase in pedestrian flow subsequent to the redevelopment of Tsuen Wan Magistracy in the future. As the footbridge would be connected to the vicinity of 160 Sha Tsui Road, he estimated that there would not be too many residents around the said area (Mr LUK Ling-chung, Antonio);
  - (3) owing to the lack of pedestrian crossing facilities at Castle Peak Road - Tsing Lung Tau near Hong Kong Garden at present, many residents of Hong Kong Garden had to cross the road to go back to their residence after alighting at the bus stop. Such act had put them in danger and traffic accidents had happened before. For this reason, residents of Hong Kong Garden had all along wished that lifts would be retrofitted at Footbridge No. NF437. He also hoped that the project would be completed as soon as possible (Mr NG Hin-lung, Norris); and
  - (4) he enquired whether the works currently implemented around Footbridge No. NF343 were related to the Universal Accessibility Programme (the Chairman).

32. Sr Engr/Universal Accessibility of the HyD responded that the staff of the HyD attending this meeting aimed to introduce the proposal on retrofitting lifts at Footbridge Nos. NF166, NF343 and NF437. As regards the retrofitting of lifts at Footbridge No. TW01 connecting to Discovery Park across Castle Peak Road, the preliminary design of the lifts would be drafted and subsequently submitted to the T&TC to consult Members.

33. Project Engineer of the Mannings (Asia) Consultants Limited responded as follows:

- (1) the company had estimated the pedestrian flow at Footbridge No. NF343 in the fourth quarter of 2019. Although there was no information on the future development around the footbridge for the time being, the company considered that the current design of the footbridge, which was about 4 metres in width, would be sufficient to cope with the pedestrian flow; and
- (2) the company was currently conducting the investigation of underground utilities at Footbridge No. NF343 to make adjustment to the relevant design and formulate the diversion works of underground utilities as required during the retrofitting of lifts.

34. The Chairman concluded that Members supported the retrofitting of lifts at the three footbridges in general and hoped that the retrofitting of lifts at other locations would be launched promptly to respond to the demands of the community.

VIII Item 7: Proposal for Alleviating Traffic Congestion at Tsuen Wan Road  
(T&TC Paper No. 31/20-21)

35. The Chairman stated that Mr SHUM Lester submitted the paper. The representative from the TD responsible for giving response was Mr YUEN Ting-fung, Jacky, Engineer/Tsuen Wan 1 (Engr/Tsuen Wan 1). Besides, the written replies of the HyD and TD were tabled at the meeting.

36. Mr SHUM Lester introduced the paper.

37. Engr/Tsuen Wan 1 of the TD responded that regarding the proposal on changing the double white lines on the road, responsible officers of the TD in Kwai Tsing district considered the proposed change in road markings undesirable after taking into account the motorists' sight lines and physical constraints of the bridge. Thus, the road markings concerned would not be changed for safety reason. He would relay other suggestions raised by Members, such as changes in traffic light signals, to the TD's responsible officers after the meeting.

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

- (1) there were pedestrian traffic lights near the proposed location for the changing of double white lines. He believed that if the signal time was adjusted to tie in with the proposal, motorists would still be able to take heed of vehicles, if any, on the adjacent lane when cutting lane even though the double white lines were replaced with broken double white lines (Mr SHUM Lester); and
- (2) the proposals concerned would relieve the traffic condition around Riviera Gardens, Tsuen Wan West and Tsuen Wan South. Therefore, he hoped that the TD would provide a more detailed reply and other solutions, and suggested conducting a site visit (the Vice Chairman).

39. Engr/Tsuen Wan 1 of the TD responded that he would discuss the site visit issue with TD's relevant officers.

40. The Chairman concluded that he would conduct a site visit with the Members concerned after the meeting to explore feasible improvement proposals. The TD could also provide other improvement proposals, if any, in writing for Members' reference.

(Post-meeting note: Members and representatives of the TD and HyD conducted a site visit at Tsuen Wan Road on 5 October 2020.)

IX Item 8: Concern about Promoting the Mainstreaming and Wider Use of Electric Vehicles (EVs), and Request for Expediting the Continuous Provision of EV Charging Facilities in the District  
(T&TC Paper No. 32/20-21)

41. The Chairman stated that the Vice Chairman submitted the paper. The written replies of the Financial Secretary's Office, Transport and Housing Bureau, TD,

Environmental Protection Department (EPD), DLO and MTR Corporation Limited were tabled at the meeting.

42. The Vice Chairman introduced the paper.

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

- (1) he was discontented that the representatives from the departments concerned did not join the meeting. The departments concerned only gave very little information in their written replies, except the EPD, which nevertheless included information available on the Internet in its written reply only. He expressed his dissatisfaction that they did not respond clearly to his paper. Although the Government considered DCs as advisory bodies only, it should still consult the local community on various policies. The major contributory factor for various social incidents taken place last year was the Government's lack of communication at district level. Many members of the public still had a distrust of the Government today. He thus requested to include the captioned item in the Matters Arising from the Minutes of the Previous Meeting at the next meeting (the Vice Chairman);
- (2) he requested to invite the representative of the Housing Department to attend the next meeting for giving response to the feasibility of providing electric vehicle (EV) charging facilities at the car parks in public housing estates (Mr WONG Ka-wa);
- (3) he enquired whether private shopping centres or residential premises would be encouraged to provide parking spaces reserved for EVs (Mr LAU Cheuk-yu); and
- (4) he hoped that the Government would launch measures to provide subsidies to all parties concerned for the provision of additional EV charging facilities and secondary meters (Mr LUK Ling-chung, Antonio).

44. The Chairman said that since the policies on parking spaces reserved for EVs formulated by the Government were insufficient, the community could only seek assistance from investors in providing EV charging facilities within the area of private properties. However, many investment projects came to a halt because of economic downturn. In view of the growing importance of EVs in Hong Kong's road traffic at present, he hoped that the Financial Secretary, TD and EPD would provide more incentives to promote a wider use of EVs. He would include the captioned item in the Matters Arising from the Minutes of the Previous Meeting, and hoped that the departments concerned would send their representatives to attend the meeting for giving response.

(Note: Mr KOT Siu-yuen left the meeting at 3:40 p.m.)

X Item 9: Request for Discussion on Improving Pedestrian Traffic Lights with Overly Long Signal Times in the District  
(T&TC Paper No. 33/20-21)

45. The Chairman stated that Mr LAM Sek-tim submitted the paper. The representative of the department responsible for giving response was Mr YUEN Ting-fung, Jacky, Engr/Tsuen Wan 1 of the TD.

46. Mr LAM Sek-tim introduced the paper.

47. Engr/Tsuen Wan 1 of the TD responded as follows:

- (1) the Traffic Control Division of the TD had conducted on-site inspections to examine the operation of traffic lights and traffic condition at the junction of Tsuen Wan Market Street near Yan Chai Street, the junction of Tak Wah Street near Yan Chai Street and the junction of Chung On Street and Yeung Uk Road. It was found that a few signs signaling pedestrian crossing were covered with bills and had been replaced immediately;
- (2) at present, the pedestrian crossings at the junction of Tsuen Wan Market Street near Yan Chai Street and the junction of Tak Wah Street near Yan Chai Street adopted the design in which the traffic lights would be activated by a touch on the pedestrian pushbuttons provided thereat. Pedestrians who wished to cross the road had to first press the pushbuttons and wait for the traffic light signal to turn green before crossing the road. The design could smoothen traffic flow when no pedestrians had to cross the road, thereby enhancing the operational efficiency of traffic lights; and
- (3) clear signs were shown beside the pedestrian pushbuttons to remind pedestrians to first press the button before crossing the road. The TD had inspected the pedestrian push buttons and ascertained that they were operating properly. The TD would continue to monitor the traffic condition at the locations concerned in the district.

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

- (1) pedestrian pushbuttons were also installed at the two pedestrian crossings on Shek Wai Kok Road. However, the time of the traffic signal light turning green would be unknown if the pedestrians did not press the buttons. Previously, many pedestrians were reluctant to touch the buttons because of the epidemic, and thus might have crossed the road before the traffic signal light had turned green, putting themselves in danger. In this connection, he suggested adjusting the signal times (Mr LAI Man-fai);
- (2) many residents did not know that pressing the button on the pedestrian push button could shorten the waiting time. Thus, he suggested installing signs to educate the pedestrians (Mr TSE Man-chak);
- (3) pedestrian pushbuttons were installed at the pedestrian crossings on Wai Tsuen Road between Luk Yeung Sun Chuen and Fairview Garden and at the junction of Shek Wai Kok Road and Wai Tsuen Road. However, it

would still take over 3 minutes for the traffic light signal to turn green even though the buttons at both locations had been pressed. He considered such situation unacceptable, and pointed out that many residents going from Fairview Garden to Luk Yeung Sun Chuen would cross the road before the traffic signal light had turned green to save time (Mr MAN Yu-ming);

- (4) pedestrian pushbuttons had also been installed at the pedestrian crossing on Wang Lung Street between Chelsea Court and Gunzetal Building. However, even though the buttons were pressed, it would still take 3 to 4 minutes before the traffic light signal turned green. Many residents and he found this annoying, and many residents had also relayed the same problem to him. Although he had sent a letter to the TD in this regard, the TD's reply was not satisfactory and the problem remained unsolved today. In his opinion, government departments should study the problems occurring at the pedestrian crossings concerned instead of shifting the responsibilities among each other (Mr LUK Ling-chung, Antonio);
- (5) he had enquired of the TD about the setting of the pedestrian pushbuttons installed at a pedestrian crossing in Belvedere Garden, and was told that after pressing the pushbuttons, pedestrians had to wait for a short while before the traffic light signal turned green. He was concerned about this issue. He hoped that the TD would review the existing mechanism for setting the signal times, and proposed installing electronic countdown timers to inform residents of the waiting time required (the Vice Chairman); and
- (6) he hoped that the TD would explain the criteria for setting up pedestrian push buttons, whether Members' concerns would be reviewed and whether there were any other relevant pilot schemes. Noting that the TD had provided sensor-activated pedestrian crossing facilities in Kwun Tong district to detect pedestrians waiting to cross the road, he enquired whether such facilities would be introduced in Tsuen Wan district, and pointed out that the previous term of TWDC had also discussed this issue (the Chairman).

49. Engr/Tsuen Wan 1 of the TD responded that the TD's Traffic Control Division would check whether the pedestrian pushbuttons installed at the locations mentioned by Members were in proper operation, review the traffic condition in their vicinity, and re-examine the need of making adjustment to the setting.

50. Mr LAM Sek-tim said that many residents were unwilling to touch the pedestrian push buttons because of hygiene concern. Hence, he suggested that the TD should arrange cleaning and disinfection for all relevant devices in the district. He understood that pedestrian pushbuttons could maintain a smooth traffic, but he observed that the signal times of this kind of device varied every single time. If no one pressed the button, the waiting time could take 1.5 to 3 minutes. In this

connection, he proposed resetting the signal times lest pedestrians should wait for too long if they did not press the button.

51. The Chairman concluded by requesting the TD to follow up on Members' concern over the pedestrian pushbuttons after the meeting.

(Note: Mr MAN Yu-ming left the meeting at 3:55 p.m.)

XI Item 10: Progress of the Planning Work for a New Bus Route between Tsuen Wan West Station and Sai Wan Ho and Item 12: Concern about the Progress of the Installation of Seats and Real-time Bus Arrival Information Display Panels at Covered Bus Stops in Tsuen Wan District  
(T&TC Paper No. 34/20-21 and T&TC Paper No. 36/20-21)

52. The Chairman stated that as Items 10 and 12 fell within the same scope, they would be discussed together. Mr LUK Ling-chung, Antonio and Mr LAU Cheuk-yu submitted T&TC Paper No. 34/20-21 and T&TC Paper No. 36/20-21 respectively. The representatives of the department and corporation responsible for giving response were:

- (1) Mr LAU Wing-hang, Will, Senior Transport Officer/Tsuen Wan (Sr Transp Offr/Tsuen Wan) of the TD; and
- (2) Mr LEUNG Wang-cheong, Manager (Operations) of the Kowloon Motor Bus Company (1933) Limited (KMB).

Besides, the written replies of the TD, KMB and Citybus Limited (Citybus) were tabled at the meeting.

53. Mr LUK Ling-chung, Antonio introduced T&TC Paper No. 34/20-21.

54. Mr LAU Cheuk-yu introduced T&TC Paper No. 36/20-21.

55. Sr Transp Offr/Tsuen Wan of the TD responded as follows:

- (1) TD aimed to launch the new bus route plying between Tsuen Wan West Station and Sai Wan Ho in 2020 and was carrying out the selection work of the bus service operator for the said bus route. It would inform the Members concerned after the details had been confirmed; and
- (2) bus stops which would be provided with seats and real-time bus arrival information display panels in the district were set out in detail in the TD's written reply tabled at the meeting.

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

- (1) the KMB had not yet received the tender document concerning the bus route between Tsuen Wan West Station and Sai Wan Ho; and
- (2) the KMB's objective was to install real-time bus arrival information display panels at some of the bus stops in the district mentioned in the TD's written reply in a progressive manner in 2021.

57. The views and enquiries of Members were summarised as follows:
- (1) he had requested the introduction of a bus route between Tsuen Wan West Station and Sai Wan Ho in 2016-17, and enquired about the progress of the planning work and requested an increase in its service frequency in early 2020. However, there was no news so far. He hoped that the new bus route would come into service by the end of this year, and requested an increase in its service frequency because the current service arrangement comprising two forward trips and one return trip would not be adequate to meet the service demand (Mr LAM Sek-tim);
  - (2) he enquired whether the TD would conduct an open tender, and about the timetable for implementation of the said bus route, the factors to consider when selecting the bus operator and the criteria of awarding the tender. He was discontented with the TD for not being able to provide a timetable for implementation of the bus route so far. In addition, he suggested that the Citybus should, prior to the introduction of the new route, offer bus-bus interchange concessions to passengers departing from Tsuen Wan and interchanging for Express Route nos. 18X, 720 or 722 in Central and Western district. Besides, he was concerned about the inaccurate information disseminated through the Dynamic Passenger Information Panel in some of the buses operated by the KMB in recent months (Mr SHUM Lester);
  - (3) he enquired about the reasons for the discrepancy between the information shown on the real-time bus arrival information display panels installed at the KMB's bus stops and that provided by the KMB's mobile application (Mr LUK Ling-chung, Antonio);
  - (4) he wished the TD would ensure that the bus route between Tsuen Wan West Station and Sai Wan Ho could come into service this year, and that the KMB would complete the installation of seats at bus stops in the district as soon as possible (Mr LAI Man-fai);
  - (5) he requested the KMB to install seats and real-time bus arrival information display panels at more bus stops in the district (Mr WONG Ka-wa); and
  - (6) he pointed out the current discrepancy between the information on the real-time bus arrival information display panels at KMB's bus stops and that in the KMB's mobile application, which had not been corrected so far. Moreover, he enquired why the TD was slow in calling for tenders concerning the bus route between Tsuen Wan West Station and Sai Wan Ho. Furthermore, he was concerned about the feasibility of providing covers for the uncovered bus stops at the waterfront of Bayview Garden and Belvedere Garden Phase 3, and the problem of not providing covers for the bus stop at Belvedere Garden Phase 1 near The Panorama due to obstruction by seats (the Vice Chairman).
58. Sr Transp Offr/Tsuen Wan of the TD responded as follows:
- (1) the TD noted the concern of Members and residents over the bus route between Tsuen Wan West Station and Sai Wan Ho. The TD was

currently preparing for the relevant work including the selection of bus service operator, and would invite various franchised bus operators to submit proposals. During the actual selection process, a basket of factors including bus fare would be taken into account with a view to taking forward the work smoothly; and

- (2) the Citybus also offered bus-bus interchange concessions at present. The TD would continue to encourage various bus companies to offer as many concessions as possible in the light of their financial situation.

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

- (1) the KMB was waiting for the tender document to be issued by the TD regarding the bus route between Tsuen Wan West Station and Sai Wan Ho. It would submit an application according to the requirements stipulated in the tender document;
- (2) the KMB noted the problem of inaccurate information on the real-time bus arrival information display panels at the bus stops, and was fixing the system continuously. The number of complaints received had reduced in recent months; and
- (3) upon completion of the third phase of the installation works of seats and real-time bus arrival information display panels, the KMB would follow up on Members' suggestions.

60. The Chairman concluded that he requested the TD to commence the tendering exercise as soon as possible, or else it would be difficult for the bus route between Tsuen Wan West Station and Sai Wan Ho to come into service in late 2020. Members could put forth the proposal on installing seats and real-time bus arrival information display panels at bus stops and relay the problem of inaccurate information on the real-time bus arrival information display panels to the TD and KMB for their follow-up.

XII Item 11: Re-installing Parking Meters for On-street Parking Spaces and Reviewing the Issue of Shortage of Parking Spaces  
(T&TC Paper No. 35/20-21)

61. The Chairman stated that Mr NG Hin-lung, Norris submitted the paper. The representatives from the departments responsible for giving response were:

- (1) Mr CHEUNG Kim-hung, Michael, Engineer/Tsuen Wan 2 (Engr/Tsuen Wan 2) of the TD;
- (2) Mr LEE Huen-yiu, Dist Engr/Tsuen Wan of the HyD; and
- (3) Mr FUNG Chun-pang, Alex, District Operations Officer (Tsuen Wan) (Dist Ops Offr (Tsuen Wan)) of the Hong Kong Police Force (HKPF).

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

63. Mr NG Hin-lung, Norris added that he was concerned about the law enforcement taken in the area between Ting Kau and Ka Loon Tsuen and the relevant figures after the parking meters therein had been removed. He said that motorists

hoped for affordable parking spaces; however, the public in fact would not be benefitted if the parking fees were set too low, leading to shortage of parking spaces. In this connection, he proposed increasing the parking meter fees. The Audit Commission had issued a report in this regard in April 2019, and the Commissioner for Transport had stated at that time that the issue would be further reviewed. Hence, he hoped that the TD would give an account of the latest progress. In addition, although it was necessary to tackle the shortage of parking spaces in the long run, it was impossible to provide an unlimited amount of parking spaces due to the limited supply of land. Therefore, alongside the provision of additional parking spaces, measures had to be drawn up to reduce the parking demand. The problem of illegal parking was serious in the vicinity of Sham Tseng at present. In view of the demolition of Sham Tseng Sewage Treatment Works which was about to take place, he enquired whether the TD would make use of the site to construct a public car park, and opined that Sham Tseng would be in need of integrated municipal facilities including a public car park to address the shortage of parking spaces in the long run.

64. Engr/Tsuen Wan 2 of the TD responded as follows:

- (1) the parking meters at the public parking spaces around Castle Peak Road - Ting Kau had been relocated to other places in the district earlier, but the TD currently planned to re-install parking meters in the said area as soon as possible. However, the plan was delayed due to the epidemic;
- (2) the TD had submitted a paper to the Legislative Council in 2019 to review the current parking meter fees and propose to increase the fees charged. However, the LegCo meeting was not convened due to the social movement last year, whereas the economy declined due to the epidemic at present. The TD would conduct a timely review of the parking meter fees, and hoped to increase the fees; and
- (3) regarding the proposed reprovisioning of a Government complex under the flyover of Tuen Mun Road, the TD would provide additional public parking spaces at the said location if a department made a similar request.

65. Dist Engr/Tsuen Wan of the HyD responded that the HyD was responsible for the construction and maintenance of public roads and facilities at the location concerned, and was willing to tie in with the TD's work of installing parking meters or any other necessary works.

66. Dist Ops Offr (Tsuen Wan) of the HKPF responded that on illegal parking, the Police issued a total of 2 611 fixed penalty tickets (FPTs) around Ting Kau, Sham Tseng and Tsing Lung Tau from June to August 2020, among which 1 120 FPTs were issued in August 2020. Regarding the vehicles which had been parked for more than 24 hours continuously, the HKPF issued a total of 32 FPTs to such vehicles around the above locations from June to August 2020, among which 23 FPTs were issued in August 2020. The HKPF also towed away a total of four vehicles at the locations concerned in August 2020.

67. The views and enquiries of Members were summarised as follows:
- (1) parking spaces in Sham Tseng and Ting Kau Village were persistently in short supply. He wished that the TD would consider the need of the residents in the constituency concerned, and enquired whether the demolition of Sham Tseng Sewage Treatment Works could be expedited to vacate the site for the provision of a temporary car park (Mr LAU Chi-hung);
  - (2) as there was a persistent short supply of parking spaces in Tsuen Wan, it was necessary for the HKPF to combat illegal parking. Besides, it was unreasonable for the TD to relocate the existing parking meters to other places in the district. The TD should instead re-install parking meters as soon as possible and actively consider providing additional parking spaces in the rural area of the district to meet the parking demand (Mr WONG Ka-wa); and
  - (3) he was concerned about the parking meter fees and relatively light penalties under the FPTs, and pointed out that the shortage of parking spaces in the district reflected the defects in the planning standards currently in use. As such, in order to address the issue of the growth of vehicles which had currently exceeded that of the parking spaces, he enquired whether the Authorities would formulate policies to restrict the growth of vehicles in the long run; whether it would further exempt private developments from including the area of public parking spaces in the calculation of construction floor area ratio while prohibiting the developers from calculating by land uses separately under the same project; and whether additional EV charging facilities would be provided at the parking spaces (the Vice Chairman).
68. Engr/Tsuen Wan 2 of the TD responded as follows:
- (1) upon the demolition of Sham Tseng Sewage Treatment Works and handover of the site by the Drainage Services Department, the TD would consider converting the site into a temporary car park subject to the submission of applications for other planning uses by other departments, if any;
  - (2) the TD was identifying sites in the vicinity of Sham Tseng for provision of additional parking spaces for private cars and motorcycles, and had completed the provision works of motorcycle parking spaces on Lung Yue Road;
  - (3) he believed that the EPD could give response to the matter of provision of EV charging facilities; and
  - (4) the TD would request private developers to provide parking spaces in their development projects in order to meet the parking demand from the residents.
69. The views and enquiries of Members were summarised as follows:
- (1) as the current parking meter fees were prescribed by law, he believed that procedures such as gazettal would be involved if the relevant legislation

was to be amended. Hence, he enquired whether the TD would consider reviewing the parking meter fees in a more flexible manner to streamline the administrative procedures involved in fee adjustment. Moreover, the current parking meter fee was \$8 per hour, whereas the Tsuen Wan Multi-storey Carpark Building charged a higher fee at \$18 per hour for each parking space. Nevertheless, there was still a shortage of parking spaces during public holidays. This indicated that the pricing mechanism in the market of hourly parking spaces had already become ineffectual (Mr NG Hin-lung, Norris); and

- (2) he hoped that the TD would pay more attention to the shortage of parking spaces in Ting Kau Village (Mr LAU Chi-hung).

70. The Chairman concluded by requesting the TD to actively identify land around Sham Tseng for provision of additional parking spaces and avoid relocating the installed parking meters to other places as far as possible.

XIII Item 13: Request for Alleviation of the Persistent Traffic Congestion at the Section of Sha Tsui Road near Tai Chung Road in Tsuen Wan  
(T&TC Paper No. 37/20-21)

71. The Chairman stated that as the agenda item was raised by him, the Vice Chairman would take over the chair temporarily.

72. The Acting Chairman stated that Mr CHIU Yan-loy submitted the paper. The representatives from the departments responsible for giving response were:

- (1) Mr YUEN Ting-fung, Jacky, Engr/Tsuen Wan 1 of the TD; and
- (2) Mr FUNG Chun-pang, Alex, Dist Ops Offr (Tsuen Wan) of the HKPF.

73. Mr CHIU Yan-loy introduced the paper.

74. Engr/Tsuen Wan 1 of the TD responded as follows:

- (1) at present, goods vehicles could only travel to Chai Wan Kok industrial area via Pun Shan Street, Hoi Shing Road and Castle Peak Road, and could only leave via Chai Wan Kok Street. Therefore, they were easily affected by the traffic condition in Chai Wan Kok Street when they left. The TD thus planned to reverse the traffic flow in Pun Shan Street from southbound to northbound. It was believed that this could divert the vehicular flow leaving from Chai Wan Kok industrial area; and
- (2) the TD was studying the extension of the restricted hours of the no-stopping restriction zone at Tai Chung Road, where vehicles would take a left turn to Sha Tsui Road westbound, in order to improve the traffic condition around the location concerned.

75. Dist Ops Offr (Tsuen Wan) of the HKPF responded as follows:

- (1) the HKPF issued 479 FPTs against vehicles illegally parked at the section of Sha Tsui Road near Tai Chung Road from June to August 2020, among which 177 FPTs were issued in August 2020. In addition, a total of two

vehicles were towed away around the location concerned in the same month;

- (2) recently, the HKPF did not find any vehicles connected to the electrical installations of shops for charging on the roads; and
- (3) the Tsuen Wan Police District hoped to enhance the traffic enforcement capability of police officers through electronic measures. The e-ticketing system had been introduced and the number of the relevant terminals would be increased from 18 to 25.

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

- (1) he proposed coordinating the queuing of goods vehicles waiting for entry into the warehouses on Sha Tsui Road to prevent traffic obstruction. In addition, he noted that police officers would take enforcement action regarding the queue of vehicles waiting for entry into the vehicle examination centre on Sha Tsui Road every day. He also pointed out that vehicles connected to electrical installations of shops for charging usually appeared on the roads after 5:00 p.m. (Mr WONG Ka-wa);
- (2) owing to the frequent loading/unloading activities at both ends of Sha Tsui Road where industrial areas were situated and illegal parking of many private cars thereat, traffic congestion would easily occur. He thus hoped that the HKPF would deploy additional manpower to direct traffic during peak hours (Mr LAM Sek-tim); and
- (3) he believed that the traffic flow on Sha Tsui Road would further increase in the future because the road was narrow and many commercial buildings were about to be completed in the vicinity. He hoped that the TD would consider adopting measures such as widening of road or reversion of traffic flow in the long run to enhance the diversion of vehicular flow. In addition, in view of the illegal parking of goods vehicles and frequent loading/unloading activities by recycling operators at Sha Tsui Road, he hoped that the HKPF would strengthen law enforcement and consider tackling the problems by other ways (Mr CHIU Yan-loy).

77. The Acting Chairman concluded that the TD and HKPF noted Members' views. If traffic congestion occurred on Sha Tsui Road, the vehicle queue might extend to areas around Tai Chung Road and Belvedere Garden. Hence, he requested the HKPF to deploy additional manpower to direct traffic at the scene during peak hours. Moreover, he suggested that the TD should use more of the waterfront area to ease the inland traffic and relieve traffic congestion when conducting traffic planning in the future. He hoped that the TD would convert the vehicular flow of Pun Shan Street as soon as possible.

78. The Chairman resumed the chair.

XIV Item 14: Request for an Improvement in the External Traffic of Tung Kwu Shek Village  
(T&TC Paper No. 38/20-21)

79. The Chairman stated that Mr LAI Man-fai submitted the paper. The representatives from the departments responsible for giving response were:

- (1) Mr CHEUNG Kim-hung, Michael, Engr/Tsuen Wan 2 of the TD;
- (2) Mr LEE Huen-yiu, Dist Engr/Tsuen Wan of the HyD; and
- (3) Mr CHEN Wai-kuen, Administrative Assistant/Lands (Adm Asst/Lands) of the District Lands Office, Tsuen Wan and Kwai Tsing (DLO).

Besides, the written replies of the Planning Department and DLO were tabled at the meeting.

80. Mr LAI Man-fai introduced the paper.

81. Engr/Tsuen Wan 2 of the TD responded that according to TD's records, the ramp beside Tung Kwu Shek Village mentioned in the paper was not managed by the TD. The TD thus hoped that the DLO would clarify the ownership of the location concerned. In addition, the TD would assist the parties concerned in carrying out the improvement works.

82. Dist Engr/Tsuen Wan of the HyD responded that according to HyD's records, the ramp beside Tung Kwu Shek Village was not maintained nor repaired by the HyD. Therefore, the HyD could not provide any information.

83. Adm Asst/Lands of the DLO responded that according to records, the DLO did not receive any information proposed in the paper or application for site allocation regarding the relevant works. When a works department submitted a plan showing the scope of land required for a project, the DLO would provide advice on land administration, tie in with the works schedule of the works department and provide the land required for works implementation.

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

- (1) many villages suffered the inconvenience of external traffic. In his opinion, the Government should allocate resources to the maintenance of the path beside the entrance of Tung Kwu Shek Village to ensure the safety of villagers going in and out. In case the location concerned was not under the management of any department, he hoped that the Tsuen Wan District Office (TWDO) would take the lead to solve the problem through the Rural Public Works (RPW) programme (Mr WONG Ka-wa); and
- (2) if the path beside the entrance of Tung Kwu Shek Village was on a government land, the Government would then have a responsibility for its repair and maintenance. The same problem was also found in the private land of some villages, and the villagers had to maintain the paths at their own expense. However, other problems might arise due to a lack of funds. In this connection, he hoped that the TWDO would intervene in the matter through the RPW programme or other ways to coordinate the maintenance works and facilitate villagers' access (the Chairman).

85. Assistant District Officer (Tsuen Wan) of the TWDO responded as follows:
- (1) the TWDO had all along carried out RPW projects such as site formation and maintenance of footpaths, etc. As the situation currently put forth by Members involved traffic safety problem, the TWDO would liaise with the DLO to study whether the path beside the entrance of Tung Kwu Shek Village was within the rural area; and
  - (2) regarding the proposal on construction of a roundabout at the entrance of Tung Kwu Shek Village, the TWDO had to conduct further study with relevant professional departments to assess whether the proposal complied with the traffic safety requirement.

(Note: Mr NG Hin-lung, Norris left the meeting at 4:56 p.m.)

86. Mr LAI Man-fai said that as far as he knew, the ramp beside Tung Kwu Shek Village was a government land. He believed that widening of the road section would not involve private land issues. Noting that Yuen Yuen Institute acquired land for carrying out the plan on provision of additional niches in recent years and was intended to carry out road widening works, he stated in the paper his request for inviting Yuen Yuen Institute to send its representatives to attend the T&TC meetings for discussion. He also suggested that the TWDO should discuss the feasibility of the said works with Yuen Yuen Institute and villagers of Tung Kwu Shek Village.

87. The Chairman concluded that the TWDO noted Members' views. Although Yuen Yuen Institute had acquired many private lands in recent years, he learnt that the controversy arose from land premium had not yet been settled. Therefore, he believed that Yuen Yuen Institute might not be able to take forward its plan on provision of additional niches in the short term. He thought that consideration could be given to requesting relevant developers to undertake the construction of ancillary transport facilities should there be other development projects.

XV Item 15: Request for an Improvement in the Operation of the Last Departure of Green Minibus Route No. 85  
(T&TC Paper No. 39/20-21)

88. The Chairman stated that Mr PUN Long-chung, Roy submitted the paper. The representative of the TD responsible for giving response was Mr LAU Wing-hang, Will, Sr Transp Offr/Tsuen Wan. Besides, the written reply of the TD was tabled at the meeting.

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

90. Mr PUN Long-chung, Roy added that he wished to invite the green minibus (GMB) operator to send its representatives to attend the meeting for giving response to Members' enquiries with a view to enhancing communication between both sides. Many villagers had all along been pointing out to him problems with the service of GMB route no. 85, including the drivers' failure to adhere to the time of last departure

prescribed in the Schedule of Service. He considered it unacceptable. As GMB route no. 85 provided service in the rural area of Luk Yeung Constituency, he hoped that the GMB operator would fulfil its performance pledge and ensure that the minibus trips of the said route could be estimated accurately. The TD indicated in its written reply that the passenger demand for GMB route no. 85 was not keen after 11:00 p.m. He, however, disagreed with this viewpoint, and opined that many villagers chose to take other modes of transport after 11:00 p.m. precisely because of the unpredictable departure time of the last trip of GMB route no. 85. As such, he hoped that the TD would review the passenger demand for GMB route no. 85 after 11:00 p.m. and consider providing one more trip at 11:45 p.m.

91. Sr Transp Offr/Tsuen Wan of the TD responded that according to the findings of the site investigation conducted by the TD at the night of 1 September 2020, the last trip of GMB route no. 85 arrived at the terminus at around 11:10 p.m., and departed five minutes earlier than the scheduled time with only three passengers on board. The site investigation showed that the GMB operator had allocated adequate resources for service provision, but the driver did not follow the time of the last departure prescribed in the Schedule of Service. The TD would follow up this matter and continue to monitor the relevant service provision and passenger demand with a view to facilitating the follow-up on the aforementioned problem with the operator.

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

- (1) he had submitted a similar agenda item for discussion last year. As GMB route no. 85 operated at a relatively low frequency, and there were usually GMBs of route no. 80 at the terminus, passengers might switch to take GMB route no. 80 instead when there were no GMBs of route no. 85 at the terminus. He queried about the whereabouts of GMB route no. 85 before their arrival at the terminus. Besides, as GMB route no. 80 offered sectional fares, its fare was lower than that of GMB route no. 85. In other words, the poor service quality was the main reason for the decrease in patronage of GMB route no. 85 (Mr TAM Hoi-pong);
- (2) the service frequency of GMB route no. 85 was not high, and many villagers chose not to take the route concerned as its last trip often departed earlier than the scheduled time. He therefore requested the TD to urge the operator to operate the last trip on time, and supported the Member's proposal on providing an extra trip at 11:45 p.m. as the last departure. Given the excessively long waiting time for GMB route nos. 80 and 85 at night, he hoped that the operator would make improvements to restore passengers' confidence in the service of the said GMB routes (the Chairman); and
- (3) he suggested that the TD should impose a requirement for provision of a real-time arrival information system when processing the GMB operators' applications for renewal of passenger service licence so that passengers

could find out the waiting time through means such as mobile applications (Mr WONG Ka-wa).

93. Sr Transp Offr/Tsuen Wan of the TD responded as follows:
- (1) according to TD's observation during the site investigation, GMB drivers would wait for 5 to 10 minutes before departing from the terminus. The TD would request the operator to operate the last trip of the GMB route according to the time specified in the Schedule of Service; and
  - (2) the TD was carrying out the preparation work for the GMB real-time arrival information system.

94. Mr PUN Long-chung, Roy said that as the service of GMB route no. 85 failed to meet the requirement and the departure time was unpredictable, many villagers took GMB route no. 80 instead. The TD was thus misled into thinking that there were very few passengers taking GMB route no. 85 after 11:00 p.m. Believing that the current passenger demand had adequately justified the need for an additional trip at 11:45 p.m. as the last departure, he hoped that the TD would consider the proposal again. Moreover, he was concerned about the situation in which GMBs of route no. 85 violated the performance pledge to enter Sai Lau Kok Tsuen by making a U-turn on Ma Sim Pai Road and moving off at night.

XVI Item 16: 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 24 August 2020)  
(T&TC Paper No. 40/20-21)

95. Dist Engr/Tsuen Wan of the HyD introduced the minor traffic improvement projects in Tsuen Wan district and their timetables.

96. Mr LAM Sek-tim said that according to his observation, the Updating of Road Markings at Disabled Parking Spaces on Tsuen Wing Street under Project No. TW/19/01569-144 (Project No. TW/19/01569-144) had been substantially completed, but parking meters were not installed yet. He thus enquired about the timetable for the installation of parking meters.

97. Dist Engr/Tsuen Wan of the HyD responded that Project No. TW/19/01569-144, which included anti-skid road surfacing and painting works at the parking spaces designated for the disabled, had been completed earlier.

XVII Item 17: 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 Working Group and Working Group on Development of Ancillary Facilities for Pedestrians had endorsed by circulation of paper from 24 to 28 August 2020 to jointly organise the "Survey on the Use of Ancillary Facilities on Roads in Tsuen Wan District" with Po Leung Kuk F.S.F.T. Children and Youth Development Centre. The survey would be conducted in

October 2020, and the survey report was expected to be completed by the end of this year. The budget for the activity was \$190,000. The funding application was endorsed by the T&TC.

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

99. Mr LUK Ling-chung, Antonio reported that regarding Footbridge C (Kwan Mun Hau Street and Luen Yan Street) and Footbridge E (along Ma Tau Pa Road and Wing Shun Street), the HyD met the resident representatives of New Haven on 23 June 2020, and noted that they objected to the construction of a footbridge at Kwan Mun Hau Street due to blockage of view. However, if the walkway covers at Kwan Mun Hau Street in the alternative proposal went well with the appearance of New Haven, they would consider the proposal. They would also consider the alternative proposal for the construction of a footbridge at Tsuen Wing Street/Shu Tsui Road. On 27 July 2020, the HyD held a video conference with the representatives of Panda Hotel, and learnt that they objected to the construction of a footbridge at Kwan Mun Hau Street because the footbridge would affect the view of the hotel and block the advertising panels displayed at the external wall of the hotel. As regards the alternative proposal for the construction of a footbridge at Tsuen Wing Street/Shu Tsui Road, since the connection of the proposed footbridge to Panda Place would cause additional safety and maintenance concern and affect the shops, and Panda Place would not open the walkway round the clock, it was necessary to conduct further discussion with Panda Hotel on the feasibility of the proposal. For the time being, they were more receptive to the alternative proposal on construction of walkway covers at Kwan Mun Hau Street.

(C) Working Group on Road Safety Education and Promotion

100. Mr WONG Ka-wa reported that due to the epidemic, the Working Group had not convened any meetings so far. Therefore, it had endorsed to jointly organise the “Tsuen Wan District Road Safety Talk for the Elderly” with the Tsuen Wan Safe and Healthy Community Steering Committee by circulation of paper earlier. In view of the epidemic and requirement under the prohibition of group gathering, the applicant organisation would hold the seminars only when it was safe to do so. The date of activity would be changed when necessary.

XVIII Item 18: Information Paper

101. Members noted the contents of the following information paper:

- (1) Financial Statement of Traffic and Transport Committee Funds as at 24 August 2020  
(T&TC Paper No. 41/20-21).

XIX Item 19: Any Other Business

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

- (1) he had conducted a site visit with the staff of the TD earlier regarding the relocation works of the traffic island on Pak Lam Road. He raised an alternative proposal, which was however not accepted by the TD. As the road section concerned had not been widened so far, buses entering and

- leaving Ma Wan had to pick up and set down passengers at the same bus stop, which confused the passengers. In this connection, he enquired of the HyD and TD about the time for commencing the works, and requested the departments to reconsider his alternative proposal (Mr TAM Hoi-pong);
- (2) after the previous T&TC meeting, he found that the TD had constructed a traffic island on Wo Yi Hop Road near Hoi Pa San Tsuen Section II and relocated the bus stops on one side without conducting any consultation, and no pedestrian crossing facility was provided on the road section concerned. He would lodge a complaint about the matter to the TD and request for follow-up action in writing after the meeting. He would also submit a relevant paper for discussion at the next T&TC meeting (Mr WONG Ka-wa);
  - (3) the Improvement of Pedestrian Crossing Facility and Traffic Signs on Sha Tsui Road near Tsuen Wing Street under Project No. TW/18/01930-108 (Project No. TW/18/01930-108) might be delayed with completion stretched beyond the first quarter of 2021. However, many residents relayed to him that the project had not commenced so far. He thus enquired why the project was delayed, and hoped that the HyD would cooperate with the CLP Power Hong Kong Limited (CLP) in order to complete the project by the end of 2020 (Mr LAM Sek-tim);
  - (4) he requested that the written replies of the departments tabled at the meeting should be uploaded onto the TWDC website to facilitate Members' follow-up after the meeting. Moreover, the representatives of the HKPF left the meeting prior to the adjournment of every T&TC meeting currently, and the HKPF would report the traffic enforcement figures only at the TWDC meetings. Therefore, Members were unable to request the HKPF to give a detailed account of the ways to tackle various traffic problems in the district at the T&TC meetings, including a case in which a goods vehicle had been repeatedly illegally parked on the footpath at Belvedere Garden since the beginning of this year. As such, he requested the representatives of the HKPF not to leave the meeting before it was adjourned so that Members could follow up on various traffic issues (the Vice Chairman); and
  - (5) it was learnt that the widening of exit at Shek Wai Kok Bus Terminus and the repainting of traffic lanes on Shek Wai Kok Road were expected to commence in the first quarter of 2021. However, the projects were still not included in the HyD's Minor Traffic Improvement Projects and Timetables at present. He thus enquired about the timetables of the said projects (Mr LAI Man-fai).

103. The Chairman stated that the Chairman of the TWDC had taken note of Members' request to upload the written replies of the departments tabled at the meeting onto the TWDC website. He hoped that the representatives of the HKPF would stay in the entire meeting to give response to various enquiries from Members,

and requested the HKPF to provide the T&TC with an information paper setting out the figures of traffic enforcement.

104. Engr/Tsuen Wan 2 of the TD responded as follows:
- (1) it was learnt that the projects on widening of exit at Shek Wai Kok Bus Terminus and repainting of traffic lanes on Shek Wai Kok Road had been established and would commence in 2021; and
  - (2) regarding the widening of the junction of Pak Lam Road and Ma Wan Rural Committee Road, the HyD had conducted ground investigation works earlier and found that some of the underground utilities had to be relocated first. The TD had thus requested the public utility companies concerned to arrange for relocation of the facilities to expedite the commencement of works.
105. Dist Engr/Tsuen Wan of the HyD responded as follows:
- (1) he would relay the Member's concern over the relocation works of the traffic island on Pak Lam Road to the TD's responsible officers; and
  - (2) regarding Project No. TW/18/01930-108, as the CLP was carrying out works near the works site of the project, the HyD could proceed with the remaining parts of the project only after the completion of works by the CLP in January 2021. The remaining parts included laying of paving blocks at the central dividing strip, removal of railings and repainting of relevant road markings on the roads. It was anticipated that they would be completed in the first quarter of next year.
106. The Chairman reminded Members that the next meeting was scheduled for 19 October 2020 and the deadline for submission of paper was 30 September 2020.

XX Adjournment of Meeting

107. There being no other business, the meeting was adjourned at 5:27 p.m.

Tsuen Wan District Council Secretariat  
September 2020

Membership Lists of the Working Groups  
under Traffic and Transport Committee in 2020-23

**Working Group on Development of  
Public Transport Services**

Convenor: Mr YICK Shing-chung, Angus  
Members: Mr MAN Yu-ming, MH  
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 CHIU Yan-loy  
Mr LAU Chi-hung  
Mr LAU Jackson  
Mr LAI Man-fai  
Mr TSE Man-chak  
Mr TAM Hoi-pong

**Working Group on Development of  
Ancillary Facilities for Pedestrians**

Convenor: Mr LUK Ling-chung, Antonio  
Vice Convenor: Mr LAU Cheuk-yu  
Members: Mr YICK Shing-chung, Angus  
Mr LAM Sek-tim  
Ms CHAN Kim-kam  
Mr WONG Ka-wa  
Mr CHIU Yan-loy  
Mr KOT Siu-yuen  
Mr LAU Chi-hung  
Mr PUN Long-chung, Roy  
Mr LAI Man-fai  
Mr TSE Man-chak

**Working Group on Road Safety Education  
and Promotion**

Convenor: Mr WONG Ka-wa  
Members: Mr YICK Shing-chung, Angus  
Mr LAM Sek-tim  
Ms CHAN Kim-kam  
Mr LUK Ling-chung, Antonio  
Mr CHIU Yan-loy  
Mr TSE Man-chak