

(Translation)

Minutes of the 9th Meeting of Traffic and Transport Committee (1/21-22)

Date: 19 April 2021

Time: 2:30 p.m.

Venue: Main Conference Room, Tsuen Wan District Office

Present:

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

Government Representatives

Mr LAI Yik-wing, Wesley	Assistant District Officer (Tsuen Wan), Tsuen Wan District Office
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 CHOW Kai-hang, Daniel	Senior Engineer/Tsuen Wan, Transport Department
Mr CHEUNG Kim-hung, Michael	Engineer/Tsuen Wan 2, Transport Department
Mr LEE Huen-yiu	District Engineer/Tsuen Wan, Highways Department
Miss LEUNG Ming-sze, Ashley	Executive Officer (Development), Tsuen Wan District Office

Tsuen Wan District Council Secretariat Representatives

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

Attendance by Invitation:

For discussion of item 2

Mr LEE Kar-chun, Wilson	Engineer/Special Duties 2, Transport Department
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Absent:

Mr NG Hin-lung, Norris
Mr SHUM Lester
Mr TAM Hoi-pong

The Meeting

I Opening Remarks and Introduction

The Chairman welcomed the Members and representatives from the government departments to the 9th meeting of the Traffic and Transport Committee (T&TC).

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 introduce the paper and 1 minute to make supplementary remarks once for each agenda item. Other Members might each have up to 1 minute to speak once. The representatives of the departments might have up to 3 minutes to give response.

3. The Chairman said that prior to the meeting, he had received a proposal from Mr NG Hin-lung, Norris for discussing Item 7: Altering the Route of Green Minibus No. 96 to Enhance its Service for an Effective Traffic Link between Tsing Lung Tau and Tsuen Wan West Station after the conclusion of Item 8. He had also been notified of an issue related to the traffic lights at Rhine Garden by Mr LAU Chi-hung, and suggested that it should be handled under Item 10: Any Other Business. Members agreed to the arrangements.

II Item 1: Confirmation of Minutes of the 7th Meeting held on 8.2.2021 and Minutes of the 8th Meeting held on 11.3.2021

4. The Chairman said that the Secretariat had received several proposed amendments prior to this meeting. Three proposed amendments were put forth by Mr LUK Ling-chung, Antonio, six by the Vice Chairman and two by Mr LAI Man-fai. The proposed amendments were set out as follows:

- (1) Mr LAI Man-fai proposed that in line 1 and line 4 of paragraph 10(2) of the minutes of the 7th meeting held on 8 February 2021, “老圍邨” (Lo Wai Estate) should be amended as “老圍村” (Lo Wai Village);
- (2) Mr LAI Man-fai proposed that in lines 6 to 7 of paragraph 10(2) of the minutes of the 7th meeting held on 8 February 2021, “行人通道 SWK02 附近已設有升降機，為免浪費資源，他不支持於行人通道 SWK02 加建升降機” (As lifts were readily available in the vicinity of Walkway No. SWK02, he did not support retrofitting of a lift at Walkway No. SWK02 to avoid wastage of resources) should be amended as “行人通道 SWK01 及 SWK02 附近已設有升降機，為免浪費資源，他不支持於行人通道 SWK01 及 SWK02 加建升降機” (As lifts were readily available in the vicinity of Walkway Nos. SWK01 and SWK02, he did not support retrofitting of lifts at Walkway Nos. SWK01 and SWK02 to avoid wastage of resources);
- (3) the Vice Chairman proposed that in lines 2 to 3 of paragraph 36(2) of the minutes of the 7th meeting held on 8 February 2021, “車輛阻塞，需事後補劃黃格。他詢問路政署是否將工程一分為二” (Due to obstructions caused by vehicles, yellow box markings could only be painted afterwards. He enquired whether the Highways Department had divided the project into two parts) should be amended as “車輛違泊阻塞，外判工程商竟遺留部分位置沒有劃上黃格就直接離去，直至事件被傳媒揭發及他本人親自投訴後才事後補劃黃格。他直斥部門監管不力，容許外判商「偃篋」馬虎了事，他詢問路政署會否將工程一分為二，令外判商能夠在單一工程重複獲利。” (Obstructions were caused by illegally parked vehicles. To one’s surprise, the contractor left the site without painting yellow box markings at certain road sections. Those road sections were not painted with yellow box markings until the incident had been uncovered by the media and he had lodged a complaint in person. He reprimanded the department for its ineffective monitoring which gave rise to the contractor’s slipshod manner. He enquired whether the Highways Department would divide a project into two parts so that a contractor could make profit repeatedly in a single project.);
- (4) the Vice Chairman proposed that in line 3 of paragraph 36(2) of the minutes of the 7th meeting held on 8 February 2021, “他” (he) should be added before “並對” (also expressed);
- (5) the Vice Chairman proposed that in line 5 of paragraph 36(2) of the minutes of the 7th meeting held on 8 February 2021, “表示遺憾” (regretted that) should be followed by “，他表示有關工程實為 2018 年接獲投訴後已經積極爭取，並於 2019 年獲知部門接納意見，惟工程卻一拖再拖，直至 2020 年 11 月才完成，當時投訴人已經過身 2 個多月而無法享用。他促請部門以後進行地區工程時謹記教訓，切勿隨意拖延” (, and he stated

that he had been actively striving for the implementation of the project after receiving the complaint in 2018. In 2019, he had been informed that the department adopted his proposal. However, due to repeated delays, the project had not been completed until November 2020. By that time, the complainant had passed away for more than two months, and could never use the facilities. So, he urged the department to remember the lesson when carrying out district projects in the future and refrain from delaying them arbitrarily);

- (6) Mr LUK Ling-chung, Antonio proposed that in line 1 of paragraph 58 of the minutes of the 8th meeting held on 11 March 2021, “介紹文件” (introduced the paper) should be followed by “及在席上播放一個由環宇海灣第 8 座 40 樓以上單位住戶拍攝到的午夜飛車噪音片段” (and played back at the meeting a video of speeding vehicles causing noise nuisance at midnight, which was filmed by an occupant of a flat above 40/F in Block 8, City Point);
- (7) Mr LUK Ling-chung, Antonio proposed that in line 3 of paragraph 62(1) of the minutes of the 8th meeting held on 11 March 2021, “有麗城花園三期的居民投訴” (A resident of Phase 3, Belvedere Garden had lodged a complaint) should be amended as “他表示區議會主席陳琬琛議員託他在會上表述，陳主席本人收一個來自麗城花園三期居民的投訴” (He said that Mr CHAN Yuen-sum, Sumly, the Chairman of the Tsuen Wan District Council, had asked him to raise the following issue at the meeting. Mr CHAN himself had received a complaint from a resident of Phase 3, Belvedere Garden);
- (8) the Vice Chairman proposed that in line 1 of paragraph 62(6) of the minutes of the 8th meeting held on 11 March 2021, “非法改裝” (illegal modification) should be amended as “改裝” (modification);
- (9) the Vice Chairman proposed that in lines 3 to 6 of paragraph 62(6) of the minutes of the 8th meeting held on 11 March 2021, “由於車主往往保留原廠零件，他認為先發出驗車指令會讓車主有足夠時間把改裝車輛還原，做法不設實際。此外，他認為有需要於青山公路增設更多偵速攝影機，會就此議題提交討論文件。他亦詢問警務處、運輸署及環保署的聯合行動的進展，並希望部門改於深夜時分設置路障” (Owners would often keep the original parts of their vehicles. He thus opined that it was impractical to issue vehicle examination orders first because owners would be allowed enough time to restore modified vehicles to their original condition. Also, in his opinion, it was necessary to install more speed enforcement cameras on Castle Peak Road. He would submit a discussion paper in this regard. Furthermore, he enquired about the progress of the joint operation conducted by the Hong Kong Police Force, Transport Department and Environmental Protection Department, and hoped that the departments would set up late-night roadblocks instead) should be amended as “他指出由於車主往往保留原廠零件，除非即場將車輛勾走，否則先發出驗車指令會讓車主有足夠時間把改裝車輛還原，做法不設實際。此外，他認為目前於青山公路的

偵速攝影機絕不足夠，數月前於深井段加設的偵速攝影機已是 2018 年爭取的產物，認為部門落實執行的進度緩慢。他留意到外國近年開始測試「車輛噪音照相機」技術，會就此議題提交討論文件。他亦詢問警務處、運輸署及環保署的聯合行動的進展，並指目前飆車噪音問題普遍在深夜出現，希望部門改於深夜時分設置路障加強執法成功率”(He pointed out that owners would often keep the original parts of their vehicles. Hence, unless vehicles were towed away at the scene, it was impractical to issue vehicle examination orders first because owners would be allowed enough time to restore modified vehicles to their original condition. Moreover, he opined that the number of speed enforcement cameras currently installed on Castle Peak Road was far from enough. The speed enforcement cameras at Sham Tseng Section installed a few months ago were the outcome of the efforts being made in 2018. He opined that the department concerned was slow in implementing the project. He noticed that the technology of “Vehicle Noise Cameras” had been put under test in foreign countries in recent years, and would submit a discussion paper in this regard. Furthermore, he enquired about the progress of the joint operation conducted by the Hong Kong Police Force, Transport Department and Environmental Protection Department. Pointing out that the noise problem caused by speeding usually occurred late at night, he hoped that the departments would set up late-night roadblocks instead with a view to enhancing the rate of successful enforcement);

- (10) the Vice Chairman proposed that in lines 3 to 7 in paragraph 99(2) of the minutes of the 8th meeting held on 11 March 2021, “他未能在“香港出行易”應用程式找到荃灣西一帶的露天停車場（包括位於海貴路者），相信有關的停車場並未參與泊車轉乘計劃，因此他認為政府可於訂立短期租約時加入條款，要求營辦商提供資料並參與泊車轉乘計劃。他亦希望政府能整合各停車場的停車位指示系統，讓駕駛者知悉可用停車位的數量，藉此把需要停車位的車輛分流，減少交通擠塞的情況”(Failing to find the information on open-air car parks around Tsuen Wan West (including the car park at Hoi Kwai Road) through the mobile application “HKeMobility”, he believed that the operators of those car parks had not taken part in the Park and Ride Scheme. He thus opined that the Government should add terms in the short term tenancy, requiring operators to provide data and participate in the Park and Ride Scheme. He also hoped that the Government would consolidate the Bay Guidance Systems of car parks to work out the number of vacant parking spaces for drivers’ information, thereby diverting vehicles in search of parking spaces and reducing traffic congestion) should be amended as “他未能在“香港出行易”應用程式找到荃灣西一帶的露天停車場（包括位於海貴路公共交匯處的新臨時車場），相信有關的停車場並未將停車位剩餘數量上載至政府系統，因此他認為政府可於訂立短期租約時加入強制條款，要求營辦商提供停車位剩餘數量資料上載讓駕駛者知悉，讓政府能透過整合各停車場的停車位指示系統，同時要求鄰

近港鐵站的營辦商必須參與泊車轉乘計劃，藉此把需要停車位車輛分流至附近停車場，減少交通擠塞的情況” (Failing to find the information on open-air car parks around Tsuen Wan West (including the new temporary car park at Hoi Kwai Road Public Transport Interchange) through the mobile application “HKeMobility”, he believed that the operators of those car parks had not uploaded the numbers of vacant parking spaces to the government system. He thus opined that the Government should add mandatory terms in the short term tenancy, requiring operators to upload the number of available parking spaces to the government system for drivers’ information. The Government should consolidate the Bay Guidance Systems of car parks and also require the operators of car parks near MTR stations to participate in the Park and Ride Scheme, thereby diverting vehicles in search of parking spaces to nearby car parks and reducing traffic congestion); and

- (11) Mr LUK Ling-chung, Antonio proposed that in lines 1 to 2 of paragraph 117(1) of the minutes of the 8th meeting held on 11 March 2021, “巴士站牌” (the bus stop sign) should be amended as “巴士站到站時間預報顯示屏” (the display panel showing estimated bus arrival time at the bus stop) and “顯示屏” (the display panel) respectively.

5. The Chairman enquired whether Members endorsed the minutes of the 7th meeting held on 8 February 2021 and the minutes of the 8th meeting held on 11 March 2021, and the proposed amendments. The two sets of minutes and the proposed amendments were unanimously endorsed by Members.

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

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

(A) Request for a Discussion on the Frequent Traffic Accidents on Tuen Mun Road

6. The Chairman stated that Mr LAU Chi-hung submitted the paper. The representative from the Transport Department (TD) responsible for giving response was Mr LEE Kar-chun, Wilson, Engineer/Special Duties 2 (E/SD 2).

7. E/SD 2 of the TD responded as follows:

- (1) the TD had all along been monitoring the traffic condition of Tuen Mun Road. The traffic condition of Tuen Mun Road was fairly stable after the commissioning of Tuen Mun - Chek Lap Kok Tunnel at the end of last year. During 8 February to 7 April 2021, a total of eight incidents (including vehicle breakdowns and traffic accidents) had occurred at the section of Tuen Mun Road between Tsuen Wan and Sham Tseng;
- (2) the TD had arranged with the Highways Department (HyD) for installing signs at sections with relatively sharp bends on Tuen Mun Road (Sham Tseng Section) in early April 2021 with a view to reminding drivers to properly reduce speed before making a turn;

- (3) upon an incident, the TD would disseminate information of the incident to road users, the media and government departments through its Emergency Transport Coordination Centre and the mobile application “HKeMobility” to minimise the impact on the public. The TD would also work with the Hong Kong Police Force (HKPF) closely and take prompt actions; and
- (4) the TD would continue to monitor the traffic condition of the road section concerned. It would also conduct a review on the road design and provide additional traffic signs and road markings in a timely manner.

8. Mr WONG Ka-wa said that the traffic problems in Sham Tseng were caused by the excessive traffic flow. He noted that the TD had previously implemented road traffic improvement measures on a trial basis. It reduced the number of lanes on the section of Tuen Mun Road between Tsuen Wan and Sham Tseng from three lanes to two lanes in order to reserve space for a segregated lane to Ting Kau Bridge. He hoped that the TD would implement the measures concerned and install “Get in Lane” signs at suitable locations to guide drivers on Ting Kau Bridge to travel to Yuen Long using the fast lane. He also hoped that the TD would conduct a study on the traffic problems in Sham Tseng and enhance the road design.

9. E/SD 2 of the TD responded that the TD had set up segregated lanes for traffic from Ting Kau to Tuen Mun Road and from Tsuen Wan to Sham Tseng on a pilot basis in October 2020 to rationalise the traffic flows. The TD had arranged with the HyD for conducting permanent works to implement the road configurations concerned. Additional signs would also be installed to remind drivers of the road configurations ahead, so that they could get in lane early. According to the information provided by the HyD, the works would commence in late April 2021 and were anticipated to be completed in a few weeks. Given the topographical constraints of Sham Tseng, the TD should further study the feasibility of road widening at the location concerned.

IV Item 3: Proposal on Funds Allocation for the Traffic and Transport Committee 2021/22

(T&TC Paper No. 1/21-22)

10. The Secretary introduced the paper.

11. The Chairman said that the T&TC was allocated \$470,000 (including 5% deficit budget) in 2021/22 for implementation of the District Council Funds (Community Involvement Projects). The T&TC unanimously endorsed the proposal on funds allocation and the related administrative arrangements.

V Item 4: Request for an Immediate Study on the Feasibility of Installing “Vehicle Noise Cameras” to Tackle Noise Nuisances Caused by Speeding and Modified Vehicles, and Improper Driving Attitude

(T&TC Paper No. 2/21-22)

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

- (1) Mr FUNG Chun-pang, Alex, District Operations Officer (Tsuen Wan) (DOO(TW)), HKPF; and
- (2) Mr LEE Huen-yiu, District Engineer/Tsuen Wan (DE/TW), HyD.

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

13. The Vice Chairman introduced the paper.

14. DOO(TW) of the HKPF responded that the EPD had given a written reply concerning the technical characteristics of “Vehicle Noise Camera” and its applicability in Tsuen Wan district. Moreover, the traffic enforcement for trunk roads was undertaken by the respective Regional Traffic Formation. Apart from having participated in inter-departmental joint operations, the HKPF had also conducted regular enforcement operations against vehicles generating illegal noise at different locations in the district.

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

- (1) the HKPF had conducted 25 enforcement operations with the aid of laser guns on Tuen Mun Road in the first three months of 2021. It had detected 713 speeding vehicles in total and issued fixed penalty tickets (FPTs) to the offending drivers. During these operations, the HKPF had also detained at the scene 12 vehicles suspected of being illegally modified and issued a total of 15 summonses. It had issued Defective Vehicle Report Forms to six other drivers, requiring them to send their vehicles to Motor Vehicle Examiners of the TD for examination;
- (2) the HKPF had conducted five enforcement operations against speeding with the aid of digital radar on Castle Peak Road and detected a total of 120 speeding vehicles. It would issue FPTs to the offending drivers in due course. During these operations, the HKPF had also detained at the scene four vehicles suspected of being illegally modified and issued a total of seven summonses. It had issued Defective Vehicle Report Forms to three drivers;
- (3) the HKPF had conducted four enforcement operations against speeding with the aid of digital radar and several enforcement operations using laser guns on Tsuen Wan Road, and detected 84 and 49 speeding vehicles respectively. It would issue FPTs to the offending drivers in due course. During these operations, it had also detained at the scene seven vehicles suspected of being illegally modified, issued a total of nine summonses and arrested 14 drivers suspected of drink driving; and
- (4) the HKPF had conducted screening breath tests for a total of 226 persons on Hoi On Road and issued Defective Vehicle Report Forms to two drivers.

16. DE/TW of the HyD responded that the HyD was responsible for the construction and maintenance of public roads and their associated facilities. Members could approach other departments concerned to enquire about matters related to the noise problem or provision of noise monitoring devices.

(Note: Mr KOT Siu-yuen left the meeting at 2:50 p.m.)

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

- (1) he was dissatisfied with the written reply of the EPD, and pointed out that the sleep of residents across Tsuen Wan district was seriously disturbed by the noise from speeding and modified vehicles. The noise problem was worsening that it had mainly occurred at night during weekends in the past but would now arise at night on weekdays as well. He hoped that the departments would implement measures to combat vehicle noise (Mr LAI Man-fai);
- (2) he had put forth a proposal at the T&TC meeting on 23 March 2020 that the Government should introduce noise monitoring devices from foreign countries into Hong Kong. The EPD replied back then that while the technology concerned was still in the study and pilot stage, the EPD would continue to explore the feasibility of introducing it into Hong Kong. He regretted that the EPD did not send representatives to attend the meeting and repeated the said statement in its written reply. He also hoped that the HKPF would strengthen law enforcement and regularly set up roadblocks at designated black spots of speeding (Mr LAU Chi-hung);
- (3) he pointed out that speeding vehicles would usually appear and disappear on roads in the blink of an eye. Also, the existing laws and regulations imposed no penalty on vehicle noise. It was thus difficult to solve the problem of vehicle noise within a short time. Since noise nuisance was caused by motorcycles driving at excessive speed from Tsuen Wan Police Station to areas around Allway Gardens every night, he requested the HKPF to tackle the problems which fell under its purview first (Mr LAU Cheuk-yu);
- (4) he opined that it was the government departments' responsibility to propose solutions to a problem. He regretted that the EPD did not send representatives to attend the meeting. He pointed out that in addition to Tsuen Wan Road, Tuen Mun Road and Castle Peak Road, loud noise was often made by vehicles on other roads (including Yeung Uk Road and Tsuen King Circuit) in the district at night. So, he hoped that the HKPF would take law enforcement actions at different locations on an irregular basis (Mr LUK Ling-chung, Antonio);
- (5) residents of Tsuen Wan district was gravely disturbed by the problem of vehicle noise. In his constituency, the section from Cheung Pei Shan Road to Texaco Road North was a black spot of illegal motor racing. Besides,

some vehicles would make loud noise not only at night but also during the daytime, disturbing the rest of residents. He was dissatisfied with the EPD's failure to send representatives to attend the meeting. He hoped that the departments would coordinate with one another to overcome technical difficulties and introduce measures to relieve the suffering of residents (Mr MAN Yu-ming);

- (6) in his opinion, the noise from unmodified vehicles was also too loud that it disturbed the sleep of residents at night. As the problem of vehicle noise could not be tackled merely at the district level, it could only rely on the HKPF to set up more checkpoints and strengthen law enforcement in the short term. He pointed out that the EPD was duty bound to tackle noise problems and hoped that it would propose solutions (Mr TSE Man-chak);
- (7) citing the law enforcement operations conducted by the Mobile Video Team of the HKPF as an example, he pointed out that the departments should make good use of technology and equipment in law enforcement to improve the living environment of residents. He proposed that the representatives of the departments should relay the situation to their superiors with a view to introducing legislation to ease the problem of vehicle noise (Mr WONG Ka-wa);
- (8) he pointed out that many locations in the district, including Shek Wai Kok, Cheung Shan Estate, Belvedere Garden and Sham Tseng, were not in the vicinity of road sections with heavy traffic stated in the EPD's written reply. Moreover, it appeared that the TD's procedure for vehicle examination was ineffective in dealing with unmodified vehicles which could create extremely loud noise in their original condition. In his opinion, building a "Vehicle Noise Camera" was not technically complicated because it only required assembling readily available components such as a noise meter, fisheye camera, anemometer, and control panel of the licence plate recognition system. He hoped that the EPD would seriously consider the proposal and implement measures to combat vehicle noise. He also enquired of the HKPF whether any drivers refused to undergo a screening breath test during the law enforcement operations on Hoi On Road and about the number of drivers who were successfully prosecuted in the end (the Vice Chairman); and
- (9) he hoped that the departments would review the practice note on noise control of first registered vehicles, introduce new technology and strengthen law enforcement in order to resolve the problem of vehicle noise in Tsuen Wan district (the Chairman).

18. DOO(TW) of the HKPF responded that the HKPF had conducted law enforcement operations against vehicles generating illegal noise. To enhance people's quality of life, it had also taken measures (e.g. setting up roadblocks) to deter drivers who intentionally created vehicle noise but did not break the law. The HKPF would relay Members' views to the Police Headquarters for consideration as to whether new

technology or equipment should be introduced to aid law enforcement. Moreover, the HKPF had all along been abiding by stringent guidelines to ensure that screening breath tests were conducted in compliance with the statutory procedure. During the law enforcement operations on Hoi On Road, the HKPF had not instituted prosecution against any drivers because the alcohol level in their bodies did not exceed the prescribed limit.

VI Item 5: Improving the Waiting Time for Pedestrian Green Signal at Wang Lung Street

(T&TC Paper No. 3/21-22)

19. The Chairman stated that Mr LUK Ling-chung, Antonio submitted the paper. The representative of the TD responsible for giving response was Mr CHOW Kai-hang, Daniel, Senior Engineer/Tsuen Wan (SE/TW). Besides, the written reply of the Electrical and Mechanical Services Department was tabled at the meeting.

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

21. SE/TW of the TD responded as follows:

- (1) as the signal cycle of traffic lights was subject to a number of factors including pedestrian flow, traffic flow and road design, the waiting time at various junctions might differ. The four-phase operation of the existing traffic lights at Wang Lung Street was more complicated than the two-phase operation of those at Wing Shun Street and Sha Tsui Road. Hence, the waiting time for pedestrians was longer;
- (2) the TD had reviewed the traffic condition and the operation of traffic lights at the junction of Ma Tau Pa Road and Wang Lung Street. Subsequently, having considered the impacts on pedestrians and drivers, the TD had made an appropriate adjustment to the traffic signal cycle in order to reduce the waiting time for pedestrians to two minutes. According to the TD's observation, the operation of the pedestrian crossing concerned had been improved; and
- (3) the TD would continue to monitor the operation of traffic lights at junctions and make timely adjustments.

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

- (1) he enquired about the interval between each of the four phases in the signal cycle of the traffic lights at Wang Lung Street (the Chairman);
- (2) he pointed out that the waiting time for pedestrians was too long or the duration of pedestrian green signal was too short at many pedestrian crossings in the district. Such pedestrian crossings included those between Luk Yeung Sun Chuen and Fairview Garden, between Texaco Road North and Shek Ho House, between Shek Lin House and a seafood restaurant, as well as between Shek Kuk House and Shek Lan House and a supermarket. While there was

a short-term improvement after a related matter had been discussed at a previous meeting, the situation relapsed into its original state recently. He hoped that the TD would review the operation of existing traffic lights in order to prevent traffic accidents caused by pedestrians taking a risk to jaywalk for saving time (Mr MAN Yu-ming);

- (3) he pointed out that a pedestrian crossing had been provided on Sha Tsui Road between Sheung Chui Court and New Haven. However, the traffic lights would change abruptly after the pedestrian push button was pressed. Drivers might fail to stop their vehicles and accidentally jump a red light, resulting in traffic accidents. The said problem was common among many pedestrian crossings in the district. Hence, he hoped that the TD would make adjustments to reserve at least four or five seconds before the change of traffic signal so that drivers could prepare to slow down and stop their vehicles (Mr LAM Sek-tim);
- (4) he enquired about the number of pedestrian-actuated signals (i.e. pedestrian lights which would only turn green after the pedestrian push button was pressed) in the district. Besides, he hoped that the TD would put up banners near the pedestrian lights to remind pedestrians to press the push button before crossing. It should also consider extending the intervals between traffic and pedestrian signals for enhanced traffic safety (the Vice Chairman); and
- (5) residents were more concerned about the actual results of the improvement measures than the technical details of the operation of traffic lights. He enquired about the extent of improvement in the waiting time for pedestrians achieved by the adjustment made to the pedestrian lights at the pedestrian crossing on Wang Lung Street. He also pointed out that the waiting time would only be longer if no pedestrian pressed the push button. Some pedestrians might take a risk to jaywalk, causing traffic accidents. He hoped that the TD would follow up on this matter (Mr LUK Ling-chung, Antonio).

23. SE/TW of the TD responded as follows:

- (1) after the meeting, the TD would provide the information on the interval between each phase in the signal cycle of the traffic lights at Wang Lung Street and Sha Tsui Road. It would also discuss with the Member concerned the operation of the traffic lights at the four pedestrian crossings in Shek Wai Kok;
- (2) the TD had properly adjusted the signal cycle of each traffic lights at the time of installation according to the needs on site. Sufficient time had been reserved in the signal cycle of existing traffic lights. Hence, drivers who obeyed traffic rules and paid attention to road conditions would be able to respond and stop their vehicles before the change of traffic signal;
- (3) Members could convey the situation of individual pedestrian crossings to the TD if necessary. The TD would review the operation of pedestrian lights

and explore the possibility of adjusting or extending the interval between signals;

- (4) upon adjustment, the waiting time in the natural signal cycle of the pedestrian lights at the junction of Ma Tau Pa Road and Wang Lung Street had been substantially reduced from a three-to-eight-minute period to two minutes. The situation had been improved significantly; and
- (5) studies showed that the adoption of pedestrian-actuated signals could help enhance transport efficiency and allow flexible use of roads. Therefore, in recent years, the TD had generally installed pedestrian-actuated signals at newly constructed pedestrian crossings. The TD had not compiled the statistical figures on pedestrian-actuated signals in Tsuen Wan district yet. Members could contact the TD's staff to learn about the relevant information if necessary.

24. Mr LUK Ling-chung, Antonio was pleased with the TD's improvement measures and would relay the situation to residents. He would continue to discuss the matter concerned with the TD if necessary.

VII Item 6: Request for Enhanced Clearance of Vehicles Illegally Parked at Roadside Parking Spaces for Motorcycles on Tsuen King Circuit
(T&TC Paper No. 4/21-22)

25. The Chairman stated that Mr LAU Cheuk-yu submitted the paper. The representatives from the departments responsible for giving response were:

- (1) Mr FUNG Chun-pang, Alex, DOO(TW), HKPF;
- (2) Mr CHOW Kai-hang, Daniel, SE/TW, TD; and
- (3) Mr LEE Huen-yiu, DE/TW, HyD.

26. Mr LAU Cheuk-yu introduced the paper.

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

- (1) police officers and traffic wardens of the HKPF would issue FPTs to illegally parked vehicles;
- (2) according to section 103 of the Road Traffic Ordinance (Cap. 374), a police officer in uniform of the rank of sergeant or above might remove or cause to be removed any vehicle which remained at rest on a road under certain circumstances. However, the Audit Commission stated in the audit report in 2000 that it was not cost-effective for the HKPF to deploy costly resources to dispose of abandoned vehicles and recommended referring the issue to other departments for handling. Therefore, since 2001, the HKPF had referred cases of abandoned vehicles to the Lands Department (LandsD) for its follow-up pursuant to the Land (Miscellaneous Provisions) Ordinance (Cap. 28);

- (3) the Transport and Housing Bureau, LandsD, TD and HKPF were currently reviewing the approaches to handling abandoned vehicles. Prior to the implementation of the relevant work arrangements, the HKPF would continue to refer cases which neither posed immediate danger to road users nor caused traffic obstruction to the LandsD for its follow-up;
- (4) in 2020, the Tsuen Wan Police District had posted notices on a total of 31 motorcycles suspected of being “dead vehicles” and referred all cases to the LandsD for its follow-up;
- (5) a Patrol Sub-unit of the HKPF had posted a notice on the motorcycle shown in the photo of the paper on 28 January 2021, and had referred the case to the LandsD for its follow-up according to the established procedure. The LandsD had no timetable for removing the motorcycle at the moment; and
- (6) the HKPF would immediately issue FPTs to owners of vehicles in contravention of road traffic regulations.

28. SE/TW of the TD responded as follows:

- (1) the Government was currently formulating inter-departmental joint operations for clearance of abandoned vehicles (including motorcycles) parked beside carriageways, on footpaths, at parking spaces and in public transport interchanges. The District Offices would assist in coordinating joint clearance operations in respective districts;
- (2) the TD would post notices on abandoned vehicles on public roads pursuant to section 6 of the Land (Miscellaneous Provisions) Ordinance (Cap. 28); and
- (3) if the vehicles in question remained in situ after the expiry of the deadline stated in the notices, the HyD would transport the abandoned vehicles to the storage pounds managed by the LandsD. The staff of the storage pounds would assist in handling those vehicles.

29. DE/TW of the HyD responded that the Government was currently reviewing the mode of joint operations for clearance of abandoned vehicles on public roads. The District Offices would coordinate joint operations in respective districts and the departments concerned, including the TD, LandsD and HyD, would assist in conducting the operations.

30. The Chairman enquired whether the approaches mentioned by the representatives of the departments, i.e. the HKPF’s referral of cases of abandoned vehicles to the LandsD and the HyD’s transport of abandoned vehicles to the storage pounds of the LandsD, were adopted in the same operation.

31. Assistant District Officer (Tsuen Wan) (ADO(TW)) of the Tsuen Wan District Office (TWDO) responded as follows:

- (1) the mode of joint operations for clearance of abandoned vehicles was being adopted in some districts on a pilot basis. The work arrangements would also be extended to other districts including Tsuen Wan district in due course;
 - (2) the TWDO would coordinate joint operations and update the list of locations for clearance operations. Other departments would assist in conducting those operations;
 - (3) the TWDO noted the locations stated in the paper. It would, together with the TD, HyD and HKPF, proactively clear the abandoned vehicles concerned during inter-departmental operations in the future; and
 - (4) according to the mode of joint operations, the departments would post notices on abandoned vehicles in general. The HKPF would also assist in handling abandoned vehicles which caused obvious obstruction to the traffic.
32. The views and enquiries of Members were summarised as follows:
- (1) he proposed writing to the LandsD and requesting its reply to the problem of abandoned vehicles. A complaint call had been made to the 1823 hotline about abandoned motorcycles on the ground floor of Fou Wah Centre. Only the HKPF had deployed officers to post notices on the motorcycles occupying public places, whereas no departments had followed up on and handled the other four motorcycles occupying an area managed by the LandsD. He opined that the departments should perform their respective duties and hoped that joint operations would be promptly conducted in Tsuen Wan district. Also, he wished to conduct an on-site inspection to learn about the situation at various black spots of abandoned vehicles in the district. He enquired whether the departments would accord priority to handling cases (e.g. a petrol-leaking motorcycle) which imminently endangered public safety (Mr WONG Ka-wa);
 - (2) he had conveyed the problem of illegal parking of motorcycles in Fui Yiu Kok Street, Wing Tak Street and Wing Shun Street to the HyD, LandsD and HKPF three months ago. Yet, the situation had not been improved and residents found it annoying. He was pleased that the TWDO would play a coordinating role in joint operations, and hoped that priority would be given to Tsuen Wan district in conducting joint operations on a pilot basis (Mr LUK Ling-chung, Antonio);
 - (3) as there was a particularly large number of motorcycles in Tsuen King Circuit, the occupation of parking spaces by abandoned vehicles would result in a vicious cycle and aggravate the problem of illegal parking. As such, the departments should face the problem squarely. He enquired about the progress of joint operations and the number of abandoned vehicles transported to the LandsD's storage pounds by the HyD. If joint operations were pending, he hoped that the HyD would first conduct a large-scale clearance operation against existing abandoned vehicles (Mr LI Hung-por);

- (4) he pointed out that there were many abandoned or even dilapidated private cars and box trucks in the rural area between the catchwater of Shing Mun Reservoir and Tsuen King Circuit. Those vehicles did not only cause inconvenience to hikers but also led to environmental hygiene problems or even potential safety hazards. He hoped that the departments would expeditiously follow up on the said matter (Mr MAN Yu-ming);
- (5) regarding abandoned vehicles which became dilapidated and were no longer functional, he enquired whether the departments could immediately remove such vehicles, or whether they should post notices on the vehicles first and could only arrange for removal upon the expiry of the deadline specified in the notices. He pointed out that traffic obstruction was often caused by miscellaneous objects such as strollers at other locations in the district, including the parking spaces for motorcycles near Bayview Garden, the section of Hoi On Road installed with noise barriers, public transport interchanges and the partitioned space near the fire access at Ocean Pride. He had previously conveyed the situation at Bayview Garden to the departments. Subsequently, the situation had been improved after the follow-up by the TWDO, LandsD and Food and Environmental Hygiene Department. However, traffic obstruction remained a problem at other locations. He was worried that the problem would worsen after the commissioning of the new cycle track, and urged the TD to strengthen the management of areas under its purview (the Vice Chairman);
- (6) he enquired about the timetable of joint operations and whether the operations would cover all kinds of abandoned vehicles. He pointed out that a telecommunications company had requested the LandsD to arrange for removal of abandoned vehicles on the road for conducting repairs on Route Twisk. However, the situation had not been improved. The telecommunications company had to apply for an excavation permit in order to conduct the works. The vehicles in question were only removed after he had contacted the media about the situation. He urged the departments to seriously address the problem, and enquired which department should be contacted to handle dangerous goods (e.g. fuel tanks) if such goods were found (the Chairman); and
- (7) he pointed out that the representatives of the departments only focused on explaining the inter-departmental coordination work. They did not give a response to the time required to solve the problem. It had been almost three months since the posting of the notices by the HKPF, the departments concerned still failed to remove the abandoned motorcycles in question. He was disappointed at the work efficiency of the departments (Mr LAU Cheuk-yu).

33. ADO(TW) of the TWDO responded as follows:

- (1) joint operations would cover all kinds of abandoned vehicles;

- (2) due to the resource constraint, joint operations were only implemented in some districts on a pilot basis in January 2021. The District Offices had been working continuously together with the departments concerned. After completing the work at hand, the departments concerned and TWDO would conduct joint operations in Tsuen Wan district as soon as practicable; and
- (3) if Members found abandoned vehicles which imminently endangered public order or road safety, they could contact the departments concerned for prompt handling.

34. DE/TW of the HyD responded that the HyD was a works department responsible for transporting abandoned vehicles to the storage pounds managed by the LandsD. The law had not conferred on the HyD the enforcement power to remove private properties such as abandoned vehicles. Hence, it could only arrange for clearance operations after the posting of notices on abandoned vehicles by the law enforcement agency concerned pursuant to section 6 of the Land (Miscellaneous Provisions) Ordinance (Cap. 28) or other related regulations. The HyD lacked a legal basis to clear abandoned vehicles before a timetable for clearance operations was finalised by the TWDO or TD.

35. Oic, DTT(TW) of the HKPF responded that police officers would take law enforcement actions if they reasonably suspected that a vehicle which remained at rest on a road had caused traffic obstruction or posed immediate danger to road users. The HKPF would refer other cases to the LandsD for its follow-up after conducting preliminary investigations according to the established mechanism.

36. DOO(TW) of the HKPF responded that the public should call 999 first if they found any dangerous goods. The HKPF would refer the case to the unit concerned for handling according to the environment at the scene and other circumstances.

37. The Chairman said that the T&TC would convey Members' views to the LandsD in writing and request it to actively address the problem of abandoned vehicles.

(Note: Mr MAN Yu-ming left the meeting at 3:53 p.m.)

(Post-meeting note: The Secretariat conveyed Members' views to the LandsD in writing on 4 June 2021.)

VIII Item 8: Request for a Solution to the Problem of Road Traffic Congestion in Tsuen Wan

(T&TC Paper No. 6/21-22)

38. The Chairman stated that Mr WONG Ka-wa submitted the paper. The representatives from the departments responsible for giving response were:

- (1) Mr CHOW Kai-hang, Daniel, SE/TW, TD;

- (2) Mr LEE Huen-yiu, DE/TW, HyD; and
- (3) Mr FUNG Chun-pang, Alex, DOO(TW), HKPF.

39. Mr WONG Ka-wa introduced the paper.

40. SE/TW of the TD responded as follows:

- (1) applicants for residential and commercial projects involving planning or rezoning were required to submit traffic impact assessment (TIA) reports to the TD and Town Planning Board for consideration. The requirement ensured that the projects and related construction works would not have a negative impact on the traffic condition of the relevant areas;
- (2) the TD would examine the road traffic condition at various levels and implement improvement works. For example, it would conduct minor traffic improvement projects and collaborate with other departments, i.e. project proponents, to carry out relatively large-scale projects; and
- (3) the relatively large-scale projects in Tsuen Wan district included the Widening of Tsuen Wan Road, Improvement Works at Tsuen Tsing Interchange and Extension of Footbridge Network in Tsuen Wan. The projects would help enhance the designs of carriageways and footpaths.

41. Engineer/Tsuen Wan 2 (E/TW 2) of the TD responded as follows:

- (1) having conducted a study and on-site inspection, the TD found that the traffic congestion problem on Kwok Shui Road was primarily caused by vehicles picking up/setting down passengers or loading/unloading goods on the lane. The TD therefore considered that the Member's proposal for increasing the number of lanes at the junction where Kwok Shui Road turned into Cheung Wing Road to two lanes was ineffective in solving the problem; and
- (2) the TD was currently conducting a study on implementing two-lane one-way traffic on Kwok Shui Road and collecting the related data. It would report the findings to the T&TC on completion of the study.

42. DE/TW of the HyD responded that the HyD was responsible for the construction of public roads. After the TD had formulated and finalised traffic improvement proposals and issued Works Request Forms, the HyD would provide support and carry out the works in a timely manner.

43. DOO(TW) of the HKPF responded that in the first three months of 2021, the HKPF had issued a total of 6 226 FPTs and towed away 13 vehicles at the ten locations stated in the paper, among which 209 FPTs were issued on Kwok Shui Road and one vehicle were towed away thereat.

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

- (1) he pointed out that slow vehicular movement and traffic congestion were caused by the frequent illegal parking and piling of shops' goods on the carriageways along the section of Chuen Lung Street between Tsuen Wan Market Street and Sha Tsui Road as well as on Shiu Wo Street. He hoped that the departments would step up their efforts to combat the problems (Mr LAI Man-fai);
- (2) traffic congestion would occur on Tai Chung Road and the section of Sha Tsui Road turning into Tsuen King Circuit during both peak hours and non-peak hours. He pointed out the Government's failure to consider whether the existing roads and ancillary facilities could cope with the additional traffic flow in its planning for transforming Tsuen King Circuit from an industrial area into a large-scale commercial development project. Hence, he hoped that the TD would spearhead a study and explore solutions focusing on the root cause of traffic congestion (Mr LAU Cheuk-yu);
- (3) he had often seen police officers issuing FPTs to illegally parked vehicles around the town centre. He thus enquired whether the HKPF would focus resources on law enforcement in the town centre. With the development of Tsuen Wan South, road obstructions caused by illegally parked vehicles were also frequently seen on Yeung Uk Road, making it difficult for buses and minibuses to pick up/set down passengers at respective stops. Hence, he hoped that the HKPF would step up law enforcement at the road section concerned (Mr LUK Ling-chung, Antonio);
- (4) Texaco Road was a trunk road connecting Tsuen Wan South and Tsuen Kam Interchange. Owing to the design constraint of the flyover, only vehicles on Tsing Tsuen Road could enter Texaco Road northbound at present whereas the diversion of other vehicles was inefficient at Tsuen Tsing Interchange. As a result, the traffic congestion problem on the road sections concerned had been deteriorating. She hoped that the departments would study the traffic improvement projects proposed earlier with a view to speeding up the traffic flow around Texaco Road. Those proposals included constructing a slip road on Texaco Road northbound for connecting with the flyover on Texaco Road; painting a stop/give way line on the slow lane where Kwai King Road turned left into Kwai Tsing Road in order to alleviate the traffic impact of lane closure on Tsuen Wan Road and Tsuen Tsing Interchange during the construction of the slip road at Tsing Yi North Bridge; and constructing a slip road on Texaco Road for connecting with Wing Tak Street (Ms CHAN Kim-kam);
- (5) he opined that the construction of a slip road on Texaco Road northbound for connecting with the flyover on Texaco Road could help ease the traffic congestion problem. Moreover, many minibuses stopped at the zebra crossing on Ham Tin Street for picking up/setting down passengers. A traffic bottleneck was thus created at the crossroad on Sha Tsui Road and the tailback would even stretch to Texaco Road occasionally. He noted that the

departments had conducted a law enforcement operation at the said location earlier but it was ineffective. Hence, he hoped that the departments would step up law enforcement so that minibuses would pick up/set down passengers at a proper location instead, thereby solving the traffic congestion problem on Sha Tsui Road (Mr LAM Sek-tim);

- (6) he enquired of the TD about the result of its study on the proposals previously put forth by Members. Those proposals included painting a stop/give way line on Kwai King Road and imposing a length limit on vehicles entering the roads having regard to the geographical environment. Also, he hoped that the departments would consider opening the link road at Wing Tak Street during the implementation of the Widening of Tsuen Wan Road, so as to bring convenience to the residents of The Pavilia Bay and City Point that they could reach their home directly without detouring through the waterfront area (the Vice Chairman); and
- (7) in his opinion, the traffic congestion caused by vehicles occupying the lane should not be confused with the proposed addition of a lane on Kwok Shui Road. He hoped that the TD would expeditiously complete the study on implementing two-lane one-way traffic with a view to improving the traffic condition of Kwok Shui Road. Besides, he recommended designating a bus lane on Yeung Uk Road near Wo Tik Street, and hoped that the departments would explore solutions to improve the traffic condition at Tai Chung Road near Tsuen Wan Plaza. He also requested an on-site inspection to learn about the situation of the black spots of traffic congestion in the district (Mr WONG Ka-wa).

45. SE/TW of the TD responded as follows:

- (1) the TD had designated certain sections of Chuen Lung Street, Tsuen Wan Market Street and Shiu Wo Street as 24-hour restricted zones, and would study whether additional road management facilities should be provided;
- (2) applicants for planning applications of residential and commercial projects involving planning or rezoning were required to submit TIA reports to the TD. To prepare an outline zoning plan for Tsuen Wan, the Planning Department had commissioned a consultant to conduct a TIA for the former industrial sites on Tai Chung Road, Sha Tsui Road and Tsuen King Circuit. The TIA report indicated that the traffic condition was at an acceptable level;
- (3) the proposals for constructing a slip road on Texaco Road northbound and painting a stop/give way line on Kwai King Road were related to the Improvement Works at Tsuen Tsing Interchange. Hence, the proposals should be followed up by the HyD. The TD had nothing to add for the time being;
- (4) as the proposal for opening the link road at Wing Tak Street involved technical considerations, the TD would discuss the proposal with the Member concerned after the meeting; and

- (5) the TD had implemented stringent measures of traffic management in Ham Tin Street which urged minibus operators and passengers to abide by the law and exercise patience, and appealed for picking up/setting down passengers at proper locations.

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

- (1) the HKPF would work out traffic enforcement policies according to a basket of factors. It would not take selective enforcement action due to geographical differences;
- (2) the HKPF wished to enhance the effectiveness of law enforcement through resource deployment and introduce effective measures of traffic control to combat traffic contraventions and improve the public's quality of life; and
- (3) during the first three months in 2021, the HKPF had issued 1 588 FPTs and towed away five vehicles on Yeung Uk Road, and issued 810 FPTs on Chung On Street.

47. The Chairman drew a conclusion. He hoped that the departments would send representatives to join the on-site inspection together with Members so as to learn about the situation of the black spots of traffic congestion in the district.

IX Item 7: Altering the Route of Green Minibus No. 96 to Enhance its Service for an Effective Traffic Link between Tsing Lung Tau and Tsuen Wan West Station
(T&TC Paper No. 5/21-22)

48. The Chairman stated that Mr NG Hin-lung, Norris submitted the paper. The representative from the TD responsible for giving response was Mr LAU Wing-hang, Will, Senior Transport Officer/Tsuen Wan (STO/TW). Besides, the written reply of the TD was tabled at the meeting.

49. The Chairman stated that Mr NG Hin-lung, Norris was absent and therefore unable to introduce the paper. He thus suggested that the representative from the TD should give response directly.

50. Mr LAU Cheuk-yu enquired whether the T&TC should continue to discuss the item if the Member who had submitted the paper was absent from the meeting.

51. The Chairman stated that since the item had been included in the agenda, the representative from the department should give response directly whereas the Member's introduction of the paper would be skipped. At the same time, he did not encourage Members to be absent from a meeting without valid reasons.

52. The Secretary stated that Mr NG Hin-lung, Norris had submitted the paper before the deadline and the paper had also been included in the agenda. Therefore, the T&TC could continue to discuss the item.

53. STO/TW of the TD responded as follows:
- (1) the TD had conducted an on-site inspection and found that the operator of green minibus (GMB) route no. 96 did not operate the service in accordance with the schedule of service. The TD had already requested the operator to follow up on the matter according to the established mechanism;
 - (2) the TD would study the Member's proposals for improving the service efficiency together with the GMB operator one by one; and
 - (3) the TD would monitor the service quality of GMB routes continuously and seek Members' views on GMB services by submission of papers.
54. The views and enquiries of Members were summarised as follows:
- (1) he enquired whether the TD had invited the operator of GMB route no. 96 to send representatives to attend this meeting in respect of the captioned matter. Besides, he hoped that the TD and operator would seriously follow up on passengers being unable to board at the stop of GMB route no. 96 at Tsuen Wan West Station and the driver's failure to operate the last departure as scheduled. They should also study the proposal for adopting different routes for the daytime and nighttime services of this GMB route (Mr LI Hung-por);
 - (2) with the continuous development of Tsuen Wan West, many residents from Tsing Lung Tau and Sham Tseng would go shopping there. He was concerned about passengers being unable to board at the stop of GMB route no. 96 at Tsuen Wan West Station. Considering the involvement of the GMB operator was crucial, he enquired whether the operator would actively cooperate in order to improve the situation and whether it had other insurmountable difficulties (Mr LAU Chi-hung);
 - (3) although the operator concerned was operating several minibus routes in the district, Members could often only rely on the TD to convey improvement proposals to the operator. He therefore hoped that the TD would arrange a meeting for Members and the operator to discuss the issues directly. Moreover, he pointed out that passengers also found it difficult to board at the en-route stop of GMB route no. 96M at Belvedere Garden. It was thus necessary to make adjustments. Furthermore, the service quality of GMB route no. 96P was undesirable. If the operator had no intention to continue the operation of those routes, it should hand over the operating right to other operators (the Vice Chairman);
 - (4) he pointed out that the quality of minibus services in the district had always been criticised. He hoped that the TD would arrange a meeting for Members and minibus operators to have a discussion about service quality and improvement proposals (Mr TSE Man-chak); and
 - (5) he pointed out that drivers of some departures of GMB route nos. 95 and 96 would skip the en-route stops at Tsuen Wan West Station because the

minibuses were full. As a result, those stops existed in name only. He enquired whether the drivers' failure to stick to the prescribed route would constitute a breach of regulation and about the TD's measures to tackle the issue. Besides, he enquired about the procedures for application of re-routing by minibus operators and the related vetting procedures. He also hoped that the TD would arrange a meeting for minibus operators to exchange views and communicate with Members (the Chairman).

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

- (1) a GMB operator was required to provide service according to the details prescribed in the schedule of service, including the route, service frequency and operating hours, with a view to meeting the conditions of the passenger service licence. If the operator failed to meet the service standards, the TD would urge it to make improvements according to the established mechanism;
- (2) the TD would examine the service quality of GMB routes and process the licensing matters (e.g. application for licence renewal) of the operator concerned according to its service performance;
- (3) as the passenger demand changed alongside the development of Tsuen Wan West, the TD would explore with the minibus operator concerned the ways to adjust and optimise the service arrangement in order to enhance the service efficiency; and
- (4) the TD was studying the service adjustment proposals for GMB route nos. 96, 96B and 96M as well as other GMB services. The TD would consult Members by submission of papers in a timely manner. Should Members have other comments on different GMB services, they could also direct their comments to the TD for its follow-up with the relevant operators.

X Item 9: Information Papers

(A) Traffic Enforcement Result in TWDIST between February and March 2021 Concerned Illegal Parking Location
(T&TC Paper No. 7/21-22)

56. Assistant District Operations Officer (Tsuen Wan) (ADOO(TW)) of the HKPF reported on the relevant information.

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

- (1) the situation of illegal parking was very rampant that some drivers ignored the yellow box markings and traffic cones set up by the departments, and continued to illegally park their vehicles on the roads near OP Mall as they pleased. He hoped that the TD and HKPF would step up law enforcement and consider taking immediate measures such as towing away the vehicles in question (the Vice Chairman); and
- (2) there were inadequate parking spaces for large vehicles in Tsuen Wan district. Besides, in view of the frequent parking of large vehicles such as coaches and

container trucks on Wo Yi Hop Road and Lei Shu Road, he hoped that the HKPF would strengthen law enforcement (Mr WONG Ka-wa).

58. ADOO(TW) of the HKPF responded that the HKPF noted Members' views and would step up its enforcement action.

(B) Minor Traffic Improvement Projects Completed in the Past Two Months, in Progress and Planned to Commence by the Highways Department (Tsuen Wan District) and Timetables (as at 30 March 2021)
(T&TC Paper No. 8/21-22)

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

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

- (1) regarding the installation of roadside bollards on Fui Yiu Kok Street, he noted that the TD had already issued the Works Request Form to the HyD. So, he enquired about the relevant project number, and hoped that the HyD would complete the works as soon as possible (Mr LUK Ling-chung, Antonio);
- (2) he enquired about the details of the Improvement to Roadside Railings and Traffic Lights on Sha Tsui Road near Kwan Mun Hau Street under Project No. NE/18/00568-91 (Project No. NE/18/00568-91) and Improvement to Traffic Signs on Sha Tsui Road near Ham Tin Street under Project No. TW/20/02730-236 (Project No. TW/20/02730-236) (Mr LAM Sek-tim); and
- (3) he enquired whether the HyD could provide the timetable for the survey of traffic volume to be conducted upon completion of the Alteration to the Traffic Direction of Pun Shan Street under Project No. TW/19/01249-19 (Project No. TW/19/01249-19). This would facilitate the HyD to respond to the feasibility of the suggestions previously raised by him on opening up more exits/entrances and on altering the traffic direction of roads near Belvedere Garden (the Vice Chairman).

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

- (1) as the projects should be conducted in order of priority, the HyD would install roadside bollards in Fui Yiu Kok Street as soon as practicable and anticipated that the works would be completed by the end of this year. The project concerned was not shown in the paper because it only covered those to be implemented in the next six months;
- (2) Project No. NE/18/00568-91 included removing the "pocket" on the carriageway and making adjustments to the traffic lights. Since the proposed temporary traffic arrangements submitted to the HKPF were not approved, the HyD was currently amending those arrangements; and
- (3) Project No. TW/20/02730-236 included removing the existing "Kwan Mun Hau Street - Turn left" sign off the bank entrance.

62. SE/TW of the TD responded that if necessary, the TD would generally review the effectiveness of a project and conduct a survey of traffic volume about two months after the completion of the project (i.e. when the traffic volume had become stable). Regarding Project No. TW/19/01249-19, the TD would conduct a survey of traffic volume of Pun Shan Street in May 2021.

(C) Financial Summary of Traffic and Transport Committee Funds 2020-21
(T&TC Paper No. 9/21-22)

63. Members noted the contents of the information paper.

XI Item 10: Any Other Business

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

- (1) the recent alteration to the signal cycle of the traffic lights outside Rhine Garden had caused serious traffic congestion at Castle Peak Road - Sham Tseng. Also, the pedestrian crossing time was insufficient. During peak hours, the tailback would stretch from Rhine Garden to Sea Crest Villa. He hoped that the departments would follow it up expeditiously in response to the residents' request (Mr LAU Chi-hung);
- (2) he enquired of the TD about its measures to ease the traffic congestion caused by the alteration to the traffic signal cycle or whether it would restore the traffic signal cycle to the previous setting (the Chairman);
- (3) in his opinion, the TD should conduct a trial run to learn about the actual impact on the traffic condition before altering the traffic signal cycle. He also hoped that the TD would consider conducting a study on the traffic congestion problem and arranging an on-site inspection (Mr WONG Ka-wa);
- (4) he was concerned about the substantial increase in fares of GMB routes operating in the district. Despite the long-standing problem of low service frequency, the recent fare increase of GMB route no. 85M was as high as 22.2%. He had submitted a letter to the TD's representative and forwarded to the TD the signatures of people against the fare increase collected at his on-street booth (Mr LAI Man-fai);
- (5) he enquired whether a trial ride could be arranged for Members prior to the launch of the new bus route plying between Tsuen Wan and Hong Kong Island East so that they could learn about the routing and service hours. He also pointed out that as large goods vehicles frequently accessed Wang Wo Tsai Street, the road surfaces had cracked and the signs and railings had also been hit and damaged from time to time. He hoped that the HyD would continue its follow-up to prevent the recurrence of the said situation upon completion of the repair works (Mr LAM Sek-tim); and
- (6) he enquired about the guidelines for handling the name of an individual or organisation mentioned in a meeting paper (the Vice Chairman).

65. E/TW 2 of the TD responded that upon alteration, the operation phases of the traffic lights concerned had been increased from three phases to four phases. The overall transition time of the traffic signal cycle had thus lengthened. The TD was studying whether the traffic signal cycle should be restored to the previous setting, but the final proposal was pending at this stage. The TD was willing to arrange an on-site inspection at Kwok Shui Road for Members.

66. The Chairman responded that bus route no. 933 (i.e. the new bus route plying between Tsuen Wan and Hong Kong Island East) would be launched next Monday. The Citybus Limited would later invite Members to join an on-site inspection at Tsuen Wan West Station at 11:00 a.m. on the upcoming Thursday by email or in writing. Members might also consider taking the first departure of the new bus route after its launch in order to gain an understanding of the service details.

67. STO/TW of the TD responded that the TD would vet applications for GMB fare increases according to the established mechanism. It would also take into account the operational and financial conditions of operators. Upon approval of the fare adjustments, the TD would inform Members of the details by submission of papers.

68. DE/TW of the HyD responded that the HyD would approach the persons-in-charge of the construction sites nearby to learn about whether they were related to the damaged road surfaces of and associated facilities in Wang Wo Tsai Street. If it was confirmed that the damage was caused by vehicles travelling to and from these sites, the HyD would require the persons-in-charge to arrange for repairs. In addition, the HyD would inspect the road conditions on a regular basis and arrange manpower to promptly repair worn-out or damaged road surfaces and associated facilities.

69. The Chairman reminded Members that the next meeting was scheduled for 21 June 2021 and the deadline for submission of papers was 3 June 2021.

XII Adjournment of Meeting

70. There being no other business, the meeting was adjourned at 5:12 p.m.

Tsuen Wan District Council Secretariat
20 May 2021