

Summary of Minutes of the 11th Meeting of the Traffic and Transport Committee (2012-2013)

Meeting

The Traffic and Transport Committee (“TTC”) held its 11th meeting on 13 September 2013, and its 11th meeting (resumed) on 10 October 2013.

Widening of Castle Peak Road – Castle Peak Bay

2. With the aid of a PowerPoint presentation, the representatives of the Highways Department (“HyD”) and its consultant briefed Members on the design of the project. A number of Members expressed their views or enquired about commencement date, consultation arrangements, environmental impacts, road layout and noise barrier construction, etc. After discussion, the Chairman said that the project could first be gazetted if no objection was raised. The Chairman also asked the HyD and its consultant to consider the TTC’s views, and liaise with local residents, owners’ committees and the two DC Members of the constituency concerned in the course of consultation. Impacts on local residents should be minimised and trees should be retained as far as possible in the design, and residents should be consulted on the construction of noise barrier. Moreover, the Chairman asked the Working Group on Traffic Problems within Tuen Mun District to take follow-up action and report to the TTC on the HyD’s consultation and areas for improvement for the TTC’s detailed monitoring.

“Universal Accessibility” Programme

Provision of Barrier-Free Access Facilities at One Footbridge in Tuen Mun District

3. With the aid of a PowerPoint presentation, the representative of the HyD presented the programme and the latest progress on the NF114 footbridge project, and Members had no comments thereon. The Chairman asked the HyD to continue these works.

Tuen Mun Road Bus-Bus Interchange (“BBI”)

4. The following relevant items were discussed together at the meeting:

- (a) Bus Service Rationalisation Plan after Full Operation of Tuen Mun Road BBI;
- (b) Calling for Comprehensive Improvement of Services of Tuen Mun Road BBI;
- (c) Calling Strongly for Designation of Tuen Mun Road BBI (Tuen Mun Bound) as the First Stop of Section Fares within the District;
- (d) Calling for the Waiver of Fare of \$0.7 for Passengers Taking Bus Routes Nos. 59M/60M/66M/66P to Tuen Mun Road BBI (Tuen Mun Bound) to Interchange Bus Services of Routes Nos. 52X/57M/58M/60X/61M/61X/67M/259D/260X/263 and Alignment of Fares of Bus Routes Running from Tsuen Wan to Tuen Mun;
- (e) Calling for Alleviation of the Problem Where Passengers Cannot Enjoy Interchange Concession at Tuen Mun Road BBI Due to Negative Balance in Octopus Cards;

- (f) Calling for Provision of Interchange Concession for Passengers Taking Bus Route No. 52X to Tuen Mun Road BBI (Kowloon Bound);
- (g) Calling for Fare Reduction for Passengers Interchanging Bus Route No. 263 at Tuen Mun Road BBI (Kowloon Bound);
- (h) Calling for Provision of Additional Bus Routes Running Through Tuen Mun Road BBI and Improvement of Network for Traffic Heading from Mongkok to Tuen Mun;
- (i) Concern over the Problem of Higher Fare Paid by the Elderly and Eligible Persons at Tuen Mun Road BBI; and
- (j) Calling for Provision of Continuous Interchange Concession by Bus Company.

5. With the aid of a PowerPoint presentation, the representative of the Transport Department (“TD”) presented the bus service rationalisation plan after the full operation of Tuen Mun Road BBI. Members exchanged their views with the representatives of the TD and Kowloon Motor Bus Company (1933) Limited (“KMB”) on the frequency, operation or termination and interchange concession of various routes. After discussion, the Chairman asked if there was objection to implementing the plan on 28 September and 5 October 2013. He suggested the TD and KMB report on the plan within three months and conduct a review. If problems were detected, an immediate review would be necessary. Members had no comment on the Chairman’s enquiry. The Chairman concluded that the TD and KMB could implement the plan on a pilot basis, and asked them to further consider the TTC’s views and commence publicity as soon as possible. The BBI arrangements would be followed up further by the Working Group on Tuen Mun External Traffic.

Request for Widening of the Walkway of the Bus-stop outside Glorious Garden

6. The representative of the TD responded that the TD had conducted site visits and head counts, which showed that the pedestrian utilisation of the two pavements near the bus-stop was acceptable. The Members who submitted the paper said that many miscellaneous articles had been placed on one of the pavements, causing obstruction and blocking alighting passengers. They hoped that the TD could explore measures to enhance the accessibility of such pavement if its utilisation had been acceptable. The Chairman asked the TD to continue its communication with the Members who submitted the paper, and asked the Working Group on Traffic Problems within Tuen Mun District to take follow-up action.

Calling for Improvement of Passenger Waiting Facilities of the Public Light Bus Stand

7. The representative of the TD responded that for the purpose of streaming, some routes had been relocated to the former temporary stop to provide suitable passenger waiting area and improve the conditions of the public light bus stand. In addition, the TD had conveyed the opinion of improving sunlight-shading effect to MTR Corporation Limited (“MTR”) for consideration. The Members who submitted the paper said that the shelter failed to effectively shade passengers from sunlight, and suggested the Working Group on Traffic Problems within Tuen Mun District follow up on the matter. They also hoped that MTR could report on its follow-up action at the TTC meeting, and the TD could assist in the

follow-up. The Chairman asked the Working Group on Traffic Problems within Tuen Mun District to take follow-up action.

Calling for Widening of Wong Kong Wai Road to a Two-lane Road

8. The representative of the TD gave a consolidated response as follows:

- (a) The TD had actively held meetings with the Civil Engineering and Development Department, the Environmental Protection Department, the Food and Environmental Hygiene Department and the Police, in a bid to improve the traffic, noise and dust problems caused by heavy vehicles in the areas of Fuk Hang Tsuen Road and Wong Kong Wai Road;
- (b) Whether Wong Kong Wai Road should be converted into two lanes depended on traffic data and usage. At present, most vehicles went through Fuk Hang Tsuen Road, and Wong Kong Wai Road was just a service road. Therefore, the TD planned to actively study the widening of Fuk Hang Tsuen Road. Under the current one-lane two-way traffic arrangement on Wong Kong Wai Road, it would be quite narrow for a heavy vehicle to approach another head-on. The TD would improve certain bends and widen the link road connecting Wong Kong Wai Road and Fuk Hang Tsuen Road before exploring other road safety enhancement measures;
- (c) The TD was considering a right turn arrangement at the junction with Shun Tat Street, so that heavy vehicles heading to Yuen Long might go through Shun Tat Street, thus easing the traffic load of Fuk Hang Tsuen Road; and
- (d) A plan under preparation for the aforesaid improvement proposals would be circulated to the relevant Members after finalisation, and a local consultation would follow. The TD would also arrange a site visit with the relevant Members.

9. The Member who submitted the paper hoped that the section of Wong Kong Wai Road connecting Fuk Hang Tsuen Road beneath the Hong Kong-Shenzhen Western Corridor bridge could be converted to a dual two-lane carriageway and marked by yellow lines to reduce parking and traffic obstruction. Moreover, there were insufficient parking spaces in the vicinity of the pet park which was expected to be completed by the end of this year. He suggested the removal of weeds and provision of 50 temporary parking spaces beneath the bridge. After discussion, the Chairman asked the TD to further consider the Members' views, and asked the Working Group on Traffic Problems within Tuen Mun District to take follow-up action.

Calling for Improvement of Services of Route No. B3 Series

10. The Members who submitted the paper said that the operating hours of route no. B3M were insignificant in serving San Hui residents, and considered it necessary to conduct another consultation on the operation of such route. They also pointed out the serious lost trip situation of route no. B3 and the current undesirable design of boarding and alighting facilities at Shenzhen Bay Port.

11. The representative of the TD gave a consolidated response as follows:

- (a) Route no. B3M was operated to serve the residents in the areas of San Hui and Tuen Mun Town Centre, and ease the passenger load of route no. B3X in the afternoon. It would continue to operate if it was proved effective in sharing the burden of route no. B3X;
- (b) Citybus Limited (“Citybus”) had invested substantially in route no. B3 series, including deploying reserve buses and single-decked buses for route no. B3A to ease school traffic in the morning, and increasing northbound service frequencies of routes no. B3 and B3A on Saturday noon;
- (c) Citybus would further increase southbound service frequency of route no. B3A during morning peak hours to meet passengers’ demands; and
- (d) Investigation and prosecution against the illegal shuttle bus service provided by the shopping mall at Tuen Mun MTR Station had been commenced.

12. After discussion, the Chairman asked Citybus to consider the TTC’s views, and requested the Working Group on Tuen Mun External Traffic to take follow-up action.

Calling for Provision of All-day Services of Green Minibus Route No. 46A at the Frequency of 15 Minutes

13. The Members who submitted the paper said that as more residents had travelled to the Tuen Mun Town Centre area for shopping after the closure of the market nearby and the recent opening of the shopping mall at Tuen Mun MTR Station, traffic congestion had occurred in the area of Tuen Mun Heung Sze Wui Road, rendering the services of route no. 46A unreliable. Therefore, they requested the deployment of more vehicles and improvement of frequency to every 15 minutes, as well as the arrangement of two minibuses to provide all-day services of the route in the long run.

14. The representative of the TD said that improvements including peak hour extension had been made to route no. 46A in the last two years. In September after the enhancement of peak hour service and the opening of the shopping mall at Tuen Mun MTR Station, the TD had conducted a survey, which showed that the service frequency of the route was sufficient for local residents. The TD would remind the operator to flexibly deploy vehicles to maintain stable frequency under special circumstances, such as serious traffic congestion. After discussion, the Chairman asked the TD, the operator and the Working Group on Traffic Problems within Tuen Mun District to take follow-up action.

Calling upon KMB to Take Immediate Follow-up Action on Problem of Lost Bus Trips

15. The Member who submitted the paper said that the KMB had promised to review its services and deploy more vehicles after the operation of Tuen Mun Road BBI. However, the current waiting time of passengers was long, and it was difficult for passengers to board bus route no. 960 running between Hong Kong Island and Tuen Mun due to full buses. The problem was particularly serious for Tuen Mun bound trips during afternoon peak hours.

16. The representative of the TD gave a consolidated response as follows:

- (a) Not many passengers interchanged routes no. 960 or 961 at the BBI during morning peak hours after the frequency adjustment. As each sub-area was served by special peak hour routes such as no. 960P, 960S or 960X, only a few bus trips of route no. 960 to Hong Kong Island were more crowded during morning peak hours. There were more passengers interchanging routes no. 960 or 961 during non-peak hours;
- (b) Lost bus trips might be related to road traffic condition. Apart from the calling of routes no. 960 and 961 at the BBI after its operation, more vehicles had also been flexibly deployed to adjust service frequency in response to the changing travel pattern;
- (c) The KMB frontline staff had been arranged to observe traffic congestion, deploy buses flexibly and arrange special bus trips originating from en-route stops, so as to relieve passengers' boarding difficulties at en-route stops and avoid unstable frequency caused by traffic congestion; and
- (d) The TD was monitoring closely route no. 960 during afternoon peak hours, such as after work and between 9 p.m. and 10 p.m. when there were more passengers, for the purposes of resource deployment and schedule review.

17. After discussion, the Chairman asked the TD and the KMB to explore ways to deal with the problem of lost bus trips and improve the conditions of inadequate trips and full buses, and report to Members.

Secretariat, Tuen Mun District Council

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