

Summary of Minutes of the 12th Meeting of the Traffic and Transport Committee (2012-2013)

Meeting

The Traffic and Transport Committee (“TTC”) held its 12th meeting on 8 November 2013.

Reconstruction and Improvement of Tuen Mun Road – Tai Lam Section Temporary Traffic Arrangements for Installation of Gantry Signs

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, road closures, traffic diversion measures and liaison with public transport companies, etc. After discussion, the Chairman asked the HyD and its consultant to consider the TTC’s views before determining the project commencement date, and inform Tuen Mun residents of the road closure arrangements as soon as possible.

Improvement of the Intermittent Footpath between Wu Shan Riverside Park and Tuen Mun Wu Hong Clinic

3. The Member who submitted the paper said that it was undesirable for pedestrians to be forced to walk on cycle tracks. The problem of discontinuous footpaths in the district should be tackled together under the Tuen Mun River Beautification Scheme and the Cycle Track between Tsuen Wan and Tuen Mun Project. After discussion, the Chairman asked the Transport Department (“TD”) and the Working Group on Traffic Problems within Tuen Mun District to take follow-up action.

Calling for Improvement of New Chi Lok Footbridge: Provision of Additional Lift, Escalator and CCTV, and Improvement of Ventilation Facility

4. The Member who submitted the paper said that due to frequent lift failures, people in need could not use the footbridge as neither ramp nor escalator was provided. A number of Members expressed their views or enquired about lift maintenance, footbridge cleansing, handrail installation and division of responsibilities amongst government departments, etc. After discussion, the TTC resolved to write to the HyD, and ask the HyD to respond to Members’ concerns and attend relevant meetings. The Chairman asked the Working Group on Tuen Mun External Traffic to follow up on the related issues.

Calling for Improvement of Service of Route No. B3M and Provision of a Large Route Map at Shenzhen Bay

5. The representative of Citybus Limited (“Citybus”) responded that route no. B3M was operated mainly to divert the passenger flow of route no. B3X, and to ease the problems of overcrowding at Tuen Mun Central Bus Terminus and passengers’ boarding difficulties at San Hui and Hung Kiu stops. Citybus had examined different route alignment options for route no. B3M, including options of operating via Castle Peak Road or Tsun Wen Road, but still considered the present route alignment to be the best for the purpose of providing supplementary service to route no. B3X during non-peak hours. The representative of the

TD said that the existing directory at Shenzhen Bay Port only contained basic information such as origins and destinations of various routes. The TD was studying the feasibility of incorporating more relevant information, such as major en-route stops, in the directory by making reference to the practice of Tuen Mun Road Bus-Bus Interchange (“BBI”), so as to help passengers select suitable routes.

6. A number of Members hoped that route no. B3M could be re-routed to operate via Pui To Road, Castle Peak Road, Hoh Fuk Tong, Prime View and Fu Tai areas. They also suggested the installation of an electronic display board at Shenzhen Bay Port. After discussion, the Chairman asked the TD and Citybus to consider Members’ views, and requested the TD to arrange a visit. This item would be followed up by the Working Group on Tuen Mun External Traffic.

Calling for Expeditious Implementation of Interchange Arrangement for Late-night Bus Routes and Provision of Inter-company Interchange Concession
Calling for Improvement of Interchange Concession at Tuen Mun Road BBI

7. A number of Members expressed concerns about late-night bus routes calling at the BBI and inter-company interchange concession. The representative of the TD responded that the TD had all along encouraged bus companies to offer various fare concessions when financially feasible and after considering market factors, and would further liaise with bus companies on the matter. After discussion, the Chairman asked the TD to continue its liaison with bus companies, and requested the Working Group on Tuen Mun External Traffic to take follow-up action.

Calling for Improvement of Materials Used for the Cover of BBI

8. The Member who submitted the paper said that a submission had been received on the section of Tuen Mun Road near the Maritime Services Training Institute affected by strong light, which was suspected to be caused by sunlight reflected by the BBI’s cover materials to road surface. Yet, no such problem was found at present, probably due to variation of sunlight duration from season to season. Therefore, he opined that details of the incident could be figured out first before further discussion. The Chairman asked the HyD to continue examining the problem, and requested the Working Group on Tuen Mun External Traffic to take follow-up action.

Request MTR Corporation Limited (“MTR”) to Increase the Number of Train Cars of West Rail Line (“WRL”) Trains
Request MTR to Strengthen Services of Light Rail (“LR”) Route No. 505 during Morning Peak Hours

9. A number of Members expressed their views or enquired about the train services of WRL and LR. The representative of MTR responded that train services had been enhanced with additional train trips, and the services of WRL and LR route no. 505 could meet passengers’ needs in general. As passengers of each route had different travel demands and patterns at different time, MTR would adjust the service of individual routes according to particular needs. The Chairman requested MTR to consider Members’ views, and asked the Working Group on Tuen Mun External Traffic and the Working Group on Traffic Problems within Tuen Mun District to follow up on the two items respectively.

Calling for Improvement of Traffic Condition and Provision of Feeder Roads at Tuen Mun Road

10. The representative of the TD responded that there were technical difficulties in constructing feeder roads at Tsing Ying Road, which might involve land resumption. It would also aggravate the congestion at Tsing Ying Road roundabout. The progress of existing improvements at Tuen Mun Road and the operation of bus lanes would also be affected. The widening of Castle Peak Road would be adequate to meet the future increase in road users.

11. A number of Members opined that the provision of feeder roads did not overlap with the widening of Castle Peak Road, and So Kwun Wat would be a suitable location for feeder roads. After discussion, the Chairman asked the TD to consider Members' views. This item would be followed up by the Working Group on Traffic Problems within Tuen Mun District.

Strongly Protest Against the Chaos Brought to the Community by Rationalisation of Citybus Route No. 962 Series and Calling for Resumption of Service of Route No. 962 between 5 p.m. to 8 p.m.

12. The representative of Citybus responded that staff had been sent to Queen Street for site inspection, adjustment to service frequency had been made, and two special trips of route no. 962B had been added. In addition, the journey time of route no. 962 from Queen Street to Hong Kong Gold Coast with limited patronage was only a few minutes faster than route no. 962B. It was considered more efficient to allocate resources to route no. 962B which could also serve passengers in Sham Tseng. A Member pointed out that he still received quite a number of complaints from residents along Castle Peak Road against route no. 962 series, and another Member hoped that Citybus could improve the consistency of data provided. 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.

Secretariat, Tuen Mun District Council

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