

**Summary of Minutes of the 12th Meeting
of the Traffic and Transport Committee (2014-2015)**

Meeting

The Traffic and Transport Committee (“TTC”) held its twelfth meeting on 11 September 2015.

Replacement of Water Mains at Tuen Mun Heung Sze Wui Road - Method Statement for On Ting Estate to Wong Chu Road (underneath the Flyover) Section

2. It had been resolved in the last TTC meeting that the Water Supplies Department (“WSD”) would first conduct a two-phase traffic test for Method 1 in August and September. The representatives of the WSD and the consultancy reported that the first phase of the traffic test had been carried out from 10 to 17 August 2015 while the second phase was underway from 7 to 14 September 2015, and that the traffic had so far been smooth in general since the implementation of traffic diversion. A number of Members expressed the hope for the on-schedule completion of the works. They also put forward suggestions on the works, which are summarised as follows: (a) adjusting traffic light signals to facilitate traffic flow; (b) staggering the time for the works on the three manholes at Tuen Mun Heung Sze Wui Road and analysing the traffic impacts of the creation of a manhole at the entrance of On Ting Estate; (c) providing clearer directions at the locations of the works to facilitate more orderly and consistent vehicle flow; and (d) relocating the bus stops in the relevant section of Tuen Mun Heung Sze Wui Road to save time for passengers waiting to board. In response to Members’ views, the WSD representative indicated that the WSD would study the suggestions such as the traffic light signal adjustment with the Transport Department (“TD”) and, if necessary, would carry out further traffic tests at the entrance of On Ting Estate.

TD’s Traffic and Transport Work Plan (2015-16)

Request the Planning Department (“PlanD”) to Conduct Review of Parking Spaces in the Old Areas

3. The TTC discussed the above two items together, with a focus on the shortage of parking spaces in the district. A representative of the TD responded that there were about 38 000 parking spaces in Tuen Mun at present, among which some 36 000 were located in buildings, some 1 200 were roadside parking spaces, and the other some 800 were located at temporary vacant sites. The TD would provide more metered parking spaces on the roadsides of suitable locations and would liaise with the Police for curbing illegal parking in the area of Tuen Shun Street. As a stand-alone multi-storey car park might fall short in achieving the best use of land, the TD would try its best to help forward the suggested addition of parking spaces if the Government built a complex with a public car park in the future. The representative of the PlanD added that the relevant departments were being consulted about the proposal to redevelop San Hui Market into a complex and, if there was a clear intention in the future, the PlanD would coordinate the parking space arrangements with

the TD. A number of Members indicated that parking spaces were inadequate in the district and motorists were thus forced to park their vehicles illegally, so they suggested the Government identify a site for building a multi-storey car park or consider building an underground car park. After discussion, the Chairman announced that the work plan of the TD was endorsed. The Chairman also asked the TD and the PlanD to consider Members' views on the issue of parking spaces, so as to facilitate Director of Planning's responses on the issue during his visit to the TMDC on 15 September.

Improve the Traffic Condition of Busy Spots in Tuen Mun

4. The Chairman said it had been resolved at the last TTC meeting that a site inspection at San Tsing Street and Ho Pong Street would be arranged and the TD would subsequently amend its design drawing for further discussion by the TTC. A representative of the TD pointed out the major amendments covered in the new drawing as follows: (a) moving the crossing off San Hui Market outward in order to provide four additional parking spaces, (b) adding double yellow lines at San Tsing Street, (c) adding the "Keep Clear" road marking at the entrance of the car park of Eldo Court Shopping Centre, and (d) adding a "Slow" sign at San Tsing Street near Ma Bo Building. In response to a Member's enquiry, a representative of the Hong Kong Police Force said that while the TD's suggestions were considered safe, the TD might also consider adding traffic lights at the crossing. The Chairman concluded by asking the TD to consider Members' comments on the design drawing.

Request for Review of the Operation of the Tuen Mun Road Bus-Bus Interchange ("BBI")

Urge for the Use of the Tuen Mun Road BBI as a Trial Point to Enhance Facilities for the Visually Impaired at Bus Stops

Request for Improvement to the Heat Insulation Facilities on the Covers of the Tuen Mun Road BBI

5. As resolved at the last TTC meeting, the item "Request for Review of the Operation of the Tuen Mun Road BBI" was brought up for further discussion. As the other two discussion items above were also relating to the BBI, the TTC discussed all these three items together. A number of Members suggested that heat insulation facilities or fans be provided at the BBI as members of the public suffered from high temperature there. Members also asked government departments to consider expanding the BBI and improving its facilities for the visually impaired. A TD representative responded that the current operation of the BBI was smooth in general and the TD would discuss the suggestion of improving the BBI's facilities with the bus company. The representative of the Highways Department ("HyD") responded that the existing heat insulation film affixed on the covers of the BBI could reduce ultraviolet light and solar heat by more than 50%. He further explained that when building the BBI, the HyD could not include any tactile tiles or other facilities for visually impaired persons in the design of the BBI as the bus routes had not yet been confirmed then. At present, the bus company might retrofit enhancement facilities in light of actual needs. The

representative of the Kowloon Motor Bus Company (1933) Limited (“KMB”) added that the company had reminded bus drivers to pay heed to the needs of visually impaired persons and kept in touch with the relevant departments for improvement to other facilities at the BBI. After discussion, the TTC resolved to write to the Civil Engineering and Development Department asking whether the Department had any plans to provide greening zone at the BBI site, and write to the KMB enquiring about the feasibility of providing facilities, such as fans, at the BBI with a view to improving the BBI’s waiting environment.

Problems Related to the Implementation of the 30 km/h Speed Limit at Wong Chu Road

6. A Member who submitted the paper indicated that while the speed limit at Wong Chu Road - Chi Lok Section westbound had been reduced from 70 km/h to 50 km/h and subsequently 30 km/h, it was estimated that there would be additional 40 000 vehicles passing the section after the commissioning of Tuen Mun - Chek Lap Kok Link in 2018. Worrying that snarl-ups would thus occur on Castle Peak Road and in the area of the town centre, the Member asked whether the TD had any solution to this. A representative of the TD responded that as a number of traffic accidents had happened at the link in Wong Chu Road Section of Tuen Mun Road southbound, it was necessary to reduce the speed limit there to 30 km/h to enhance traffic safety, and the traffic flow there was still smooth during peak hours. The Government’s study revealed that after the commissioning of Tuen Mun - Chek Lap Kok Link in 2018, the traffic volume of road networks in Tuen Mun would remain at a manageable level until 2026. Meanwhile, the TD was exploring the feasibility of developing new roads such as Tuen Mun Western Bypass with a view to improving the traffic condition. Moreover, the TD would pay attention to the traffic condition of the Tuen Mun Northwest region and, in case of any large-scale development projects in the region, it would request the relevant departments to carry out traffic assessment and make appropriate plans for the necessary road facilities.

Request for Increase in Service Frequency of Bus Routes along Castle Peak Road

7. A Member who submitted the paper indicated that with inadequate service frequency of bus routes along Castle Peak Road, buses had already been full when they reached Lam Tei. As residents of Hung Fuk Estate had been moving in, the Member hoped the TD would review the passenger volume of the bus routes and thus enhance their service frequency. A representative of the TD responded that it kept in touch with the Housing Department and the bus company for follow-ups on the bus route arrangements. While passengers could still get aboard at the end stops of bus routes such as route no. 68A during the morning peak hours, the TD would pay close attention to any changes in passenger volume and, if necessary, would request the bus company to enhance its services. The KMB representative added that there had only been one month since residents of Hung Fuk Estate started to move in and the company had not seen any passenger unable to get on a bus as yet. The company would keep observing the residents’ travel patterns, while residents of the estate might

alternatively take bus routes via Yuen Long for travelling to and from the urban areas. After discussion, the Chairman asked the TD to consider Members' views on bus routes along Castle Peak Road.

Request for Provision of Green Minibus Route between Tuen Mun and Shenzhen Bay

8. A Member who submitted the paper considered that the Citybus's services operating between Tuen Mun and Shenzhen Bay were not satisfactory, and it was therefore suggested that a direct green minibus route running between Siu Hong and Shenzhen Bay be launched to provide a less expensive transport alternative. A number of Members, while supporting the launch of green minibus routes running between Tuen Mun and Shenzhen Bay, offered many ideas on the locations for launching the routes. The Chairman asked the TD to consider Members' views on this discussion item.

Calling for Review of the Universal Accessibility Policy

9. The Member who submitted the paper remarked that government departments adopted unfair standards on provision of lifts and failed to make good use of resources, as exemplified by the fact that lifts were built at some footbridges in response to the Chief Executive's policy despite their very low passenger flow, but the public's proposals on provision of lifts were subject to harsh requirements, such as provision of data substantiating that passenger flow had reached a certain level. The HyD representative responded that under the Universal Accessibility policy, the Department retrofitted lifts or standard ramps at the existing passenger walkways with no standard barrier-free facilities. Regarding the locations for retrofitting of lifts as proposed by the public in a public involvement activity earlier, the Government would first retrofit lifts at three locations recommended in the high priority programme under the Universal Accessibility Programme, and then consider the timeframe for taking forward the remaining programmes in Tuen Mun depending on circumstances. The Chairman concluded by asking the Government to promptly provide lifts at locations where such a community demand existed, rather than to cling to the existing standards.

Secretariat, Tuen Mun District Council

Date: 14 September 2015

Ref: HAD TM DC/13/30/TTC/4