

Summary of Minutes of the 4th Meeting of the Traffic and Transport Committee (2014-2015)

Meeting

The Traffic and Transport Committee (“TTC”) held its 4th meeting on 16 May 2014.

Request for Widening of Junction of Access Road of To Yuen Wai, Tuen Mun with Major Road

2. The Member who submitted the paper said that as large vehicles such as coaches were often unable to turn around in one go at the narrow junction of To Yuen Wai access road with the major road, they had to drive up the kerb, posing danger to pedestrians. He hoped that the Transport Department (“TD”) could slightly widen the junction. The representative of the TD responded that the TD had no such intention, as the junction was only used by a few large vehicles, and most emergency vehicles were medium-sized. After discussion, the Chairman asked the TD to conduct a joint site visit with the Member who submitted the paper.

Request for Combating Illegal Parking at Hing Kwai Street near Traffic Lights at Po Tin Estate

3. The Member who submitted the paper said that the problem of illegal parking at Hing Kwai Street near the traffic lights at Po Tin Estate had become increasingly serious, and thus causing congestion during peak hours and inconvenience to residents. A traffic accident had even happened recently. They suggested the TD mark time-limited double yellow lines at that location to solve the problem, and hoped that the Police would step up enforcement action. The representative of the TD responded that the TD was actively considering designating the said location as a peak-hour clearway. The Chairman asked the TD to conduct a joint site visit with the Members who submitted the paper and other interested Members.

Further Request for Early Installation of Lifts at Siu Hei Bridge, etc. by Highways Department (“HyD”)

4. The Member who submitted the paper said that while he understood that priority should be given to the three priority projects recommended by each district under the “Universal Accessibility” Programme, many members of the public were dissatisfied with the recommendations made by the TTC. He opined that from the perspective of equality, the HyD should secure resources to install lifts gradually at all footbridges with high pedestrian flow, in order to promote the spirit of “Universal Accessibility”. The Chairman asked the HyD to consider Members’ views.

Request for Provision of Car Parks at Leung Tin Area

5. The Member who submitted the paper said that as other residents in the area could not apply for parking spaces of The Link’s car parks, and two sites in Kin Sang Estate had been resumed by the Government for property development, illegal parking had been found recently at various locations in Leung Tin area, and sometimes even causing traffic accidents.

It was hoped that suitable sites would be identified in the area to construct temporary or long-term car parks. The representative of the TD responded that permanent car parks would no longer be constructed, but new public and private property developments would be required to provide parking spaces to the standards of the TD and the Lands Department (“LandsD”). The TD would also actively consider the suggestions of providing temporary car parks and additional temporary parking spaces along the roads in the district. The Chairman said that he would write to the TD, the Planning Department and the LandsD to reflect Members’ views.

Request for Operation of Short-haul Route No. E33U by Long Win Bus Company Limited (“Long Win”)

6. The Members who submitted the paper said that the proposed route no. E33U could meet the public’s needs of travelling to the airport on the one hand, and ease the current lack of direct access from Fu Tai Estate to Lung Mun Oasis on the other. They hoped that Long Win could give a trial run on the proposed route. A number of Members expressed their views about the services of route no. E33 series. The representative of the TD responded that the TD and Long Win were studying how to provide full day bus services to and from the airport for residents of various areas in Tuen Mun, and the progress, if any, would be reported to the TTC. After discussion, the Chairman asked the TD and Long Win to consider Members’ views, and report on the progress at the next meeting.

Request for Study on Combining Services of Routes No. K58 and K53 and Provision of Full Day Services

7. The Member who submitted the paper said that given the future increase in population in Tuen Mun Area 54 and So Kwun Wat area involved in the proposal, and the overload of Light Rail (“LR”) Siu Hong Stop and some LR routes such as no. 610, full day bus services via Tsing Lun Road should be operated in addition to route no. B3A. They also hoped that MTR Corporation Limited (“MTR”) could consider the suggestions made in the paper. The representative of MTR responded that as many stops and passengers were involved, MTR had to gauge the views of different communities and examine the adequacy of resources before further consideration. After discussion, the Vice-chairman asked the Working Group on Traffic Problems within Tuen Mun District to follow up on this item.

Request for Elimination of Noise Impact from Tracks of LR

8. The Member who submitted the paper said that increased up and down sections and crossings of the tracks around LR Siu Hong Stop often caused noise nuisance to residents of Siu Hong Court. In addition, she enquired of MTR about the criteria of polishing rails and applying lubricant, and queried that MTR only addressed the problem after receiving complaints. The representative of MTR responded that under the Noise Control Ordinance, noise generated by running MTR trains must meet legal requirements. Therefore, MTR would check rail smoothness regularly and conduct necessary polishing, check regularly whether oil cups were in normal condition, and adopt different ways of rail lubrication based on the characteristics of different sections. The Chairman asked MTR to report regularly on the problem of noise impact from tracks to the TTC once every three months.

Request for Improvement to Design of Section of Cycle Track between Choi Yee Bridge and Affluence Garden

9. A Member pointed out that there were quite a number of intersections between the pavement and cycle track along the road section mentioned in the paper, and the Area Committee concerned was discussing various improvement proposals. The Chairman asked the Members who submitted the paper and other interested Members to join the site visit to be arranged by the TD.

Request for Provision of Facilities at Tuen Fu Road to Deter Illegal Parking

10. The Members who submitted the paper said that most illegally parked vehicles were heavy vehicles, and thus posing danger to pedestrians. It was hoped that the TD and the Hong Kong Police Force would consider the suggestions made in the paper, mark appropriate area with yellow lines and step up enforcement action. The representative of the TD responded that the TD would continue to monitor the condition at Tuen Fu Road, and would consider the designation of appropriate area as clearway. The Chairman asked the TD to conduct a joint site visit with the Members who submitted the paper and other interested Members.

Enquiry on Alignment and Setting of Services of “East West Corridor”

11. The Member who submitted the paper hoped to enquire whether the idea of the “East West Corridor” had existed at the early planning stage of the Shatin to Central Link, and how long the whole journey would take, as the Tuen Mun District Council had never been consulted on the corridor. Moreover, he said that the West Rail Line (“WRL”) could originally accommodate nine cars, but only trains of up to eight cars could be operated on the “East West Corridor”, which was a waste of resources. The representative of MTR responded that after the commissioning of the “East West Corridor”, passengers could travel directly from Tuen Mun to Wu Kai Sha with the original service standards remained unaffected. At present, trains on the WRL consisted of seven cars, and eight-car services were expected to be provided gradually upon delivery of new cars and completion of tests by the end of 2016 to 2017. In addition, she pointed out that nine-car trains had been impractical on the WRL as Austin Station could only accommodate eight cars. The Chairman asked MTR to give a written reply on the journey time of the “East West Corridor”.

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

12. The Chairman said that he had received a letter from the HyD recently, stating that it intended to use the reserve near Tuen Mun Road BBI as a maintenance base. He hoped that the TTC could endorse opposition to this plan in order to reserve the land for further development of the BBI. A Member supported the Chairman’s proposal in that Tuen Mun Road BBI had much room for development as the Hong Kong-Zhuhai-Macao Bridge would be completed in a few years. The other Members had no comments. The Chairman said that he would write to the LandsD to reserve the land for bus interchange.

Secretariat, Tuen Mun District Council

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