

Summary of Minutes of the 5th Meeting of the Traffic and Transport Committee (2014-2015)

Meeting

The Traffic and Transport Committee (“TTC”) held its 5th meeting on 11 July 2014.

Request for Improvement to the New Chi Lok Footbridge (Provision of Escalator)

2. The representative of the Transport Department (“TD”) said that a pedestrian flow survey had been conducted by the TD at the location in March and June 2014, the results of which indicated that there were about 2 000 pedestrians per hour and most of them did not need to wait for using the elevator. According to the TD’s guidelines, the pedestrian flow should reach 3 000 per hour if an escalator was to be provided at a footbridge installed with a lift. The TD therefore opined that no escalator was required at the new Chi Lok Footbridge at the present stage, but in view of the fact that nearby schools still closed for vacation as the pedestrian flow survey was conducted, the TD would plan to make a site visit with the Member who submitted the paper and conduct a pedestrian flow survey again in September 2014. As a number of Members opined that the survey results could not reflect the actual situation, the Chairman asked the TD to conduct a pedestrian flow survey over a period of three days and keep the Committee informed of the results when appropriate.

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

3. The Committee noted that the TD had conducted a site visit with the Member who submitted the paper after the last meeting and that the Item would be referred to the Working Group on Traffic Problems within Tuen Mun District for follow-up.

“Universal Accessibility” Programme

Provision of Barrier-free Access Facilities at Two Footbridges in Tuen Mun District

4. The representative of the Highways Department (“HyD”) briefly introduced the design and background of the project and explained to Members that under the Disability Discrimination Ordinance (“the Ordinance”), the HyD should provide barrier-free access facilities at any footbridge not in compliance with the provisions thereof in the district (i.e. under the “Original Programme”). There were a total of 10 footbridges in Tuen Mun District under the “Original Programme”. The HyD had earlier on briefed Members on the project arrangements for six of these footbridges, in addition to the projects at Siu Hong Road Bus Terminal connecting with the north of Siu Hong West Rail Station and at Wu Hong Clinic near Wu King Road, both under the “Original Programme”. For projects proposed by District Councils (“DCs”) for implementation under the “Expanded Programme”, they would be undertaken by the Civil Engineering and Development Department. A number of Members supported the provision of barrier-free access facilities at the footbridges under the “Original Programme” in accordance with the Ordinance and hoped that the projects would be commenced as soon as possible. The Chairman proposed that HyD should submit a holistic proposal to the Committee for consultation on any particular issue in future so that Members could fully understand the details of the proposal.

Transport Department's Traffic and Transport Work Plan (2014-15)

5. The representative of the TD supplemented that the \$2 concession under the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities was expected to be extended to public mini-buses in the first quarter of 2015 in phases. Following Members' comments and questions, the Chairman concluded that the Director of Transport had understood Members' requests made at the meeting of the Tuen Mun District Council ("TMDC") on 8 July 2014 and asked the TD to revise its work plan.

Request for Addressing the Problem of Illegal Parking and Insufficient Parking Spaces in Tuen Mun Area 10

6. The Member who submitted the paper said that vehicles just turning into Castle Peak Road (San Hui Section) from Pui To Road Flyover might be blocked by vehicles illegally parking near Kar Wah Building, which could pose dangers to drivers. Although owners of the vehicles were prosecuted by the police for illegal parking there, the problem had not been eradicated. He proposed that double yellow lines be marked by the TD as soon as possible on Castle Peak Road (San Hui Section) to Yan Oi Tong Circuit from the turn of Pui To Road Flyover. In addition, he had submitted a paper to the TMDC to review the situation of insufficient parking spaces in the Tuen Mun town centre. According to his on-site observation in Area 10 with the representatives of the TD, the need to provide hourly parking spaces in the area was recognised. He hoped that the TD would take follow-up actions as soon as possible. The representative of the TD responded that a plan for marking double yellow lines on the road section had been drafted and that in order to improve the road safety of Ho Pong Street, the TD planned to turn the road section off SKH St. Simon's Lui Ming Choi Secondary School from two-way to one-way and provide four hourly parking spaces and one hourly parking space for goods vehicles near Ho King Building. After discussion, the Chairman asked the TD and the police to take note of Members' views and follow up on the situation.

Request to MTR Corporation Limited ("MTRCL") for Addressing Problems Relating to Light Rail ("LR")

7. The Member who submitted the paper said that this paper originated from a complaint from a member of the public. He himself also experienced excessively loud horn sounds from LR trains, which would not only cause nuisance to residents near the LR stations but would also frighten passers-by, and hoped that the MTRCL would take follow-up actions. The representative of the MTRCL responded that there were two types of horning, i.e. the "Ding Ding" bell from the train leaving the platform and its horn sound at a higher volume. The MTRCL would take the safety of pedestrians and train service as its prime considerations. In general, a "Ding Ding" bell would be heard before the train started moving or when it passed a pedestrian crossing or before it entered the platform. Only when there was an emergency, the train captain would sound the horn. After discussion, the Chairman asked the representative of the MTRCL to note and reflect Members' views to the company with a view to examining the feasibility of tuning down the horn sounds and installing signal lights.

Request for Strengthening of LR Services in Late-night Hours during Festive Seasons

8. The Member who submitted the paper said while the MTRCL would provide LR services in late-night hours for some particular routes during festive seasons, the needs of the locals in rural areas were often neglected. She indicated that Members had raised the LR issue to the Director of Transport at the TMDC meeting on 8 July 2014, and hoped that the TD would give positive response and follow up proactively with the MTRCL with a view to formulating a development plan for LR routes. The representative of the MTRCL responded that the company would further study the feasibility of providing late-night services for Routes No. 614 and 615 during festive seasons to cater for the needs of residents in rural areas. The Chairman asked the representative of the MTRCL to take note of Members's views and provide the service timetables for Routes No. 614 and 614P.

Request for Increase in Service Frequency of Bus Route No. B3A

9. The Member who submitted the paper said that more and more students had recently taken Bus Route No. B3A as there were a number of primary and secondary schools in the areas ranging from Siu Hong, Leung Tin to Shan King, and asked the Citybus Limited ("CTB") to consider increasing the frequency of this route to one bus every 15 minutes for the periods from 7:15 to 7:45 am and from 4:00 to 5:00 pm. The representative of the CTB responded that in view of the population growth, the number of students and changes in operational circumstances as well as the increasing number of cross-boundary students, a special bus trip had been arranged in the morning while service arrangements had been adjusted in the afternoon to meet passenger demand last year. In addition, the CTB would maintain close liaison with Boundary Section of the TD in assessing cross-boundary students' demand for bus services in the new academic year so that bus service arrangements could be made for the school term commencing in September 2014. After discussion, the Chairman asked the Working Group on Tuen Mun External Traffic to follow up on this item.

Request for Extension of Services of Green Minibus ("GMB") Routes No. 44B and 44B1 to Futian Checkpoint, Lok Ma Chau

10. The Member who submitted the paper said that Futian Checkpoint, Lok Ma Chau was the only port connecting with the Longhua Route of Shenzhen Metro. With the opening of the coastal Express Rail Link in Eastern China last year, the number of cross-boundary passengers via Futian Checkpoint had increased but the transport network of Tuen Mun District had not yet extended to Futian Checkpoint. He therefore proposed that the services of GMB Routes No. 44B and 44B1 be extended to Futian Checkpoint, Lok Ma Chau when students went off school and during holidays. Another Member proposed that GMB Routes No. 44B and 44B1 be changed to circular routes so that relocation of the mini-bus stops would not be required. The representative of the TD said that the Director of Transport had taken note of Members' views expressed at the DC meeting on 8 July 2014 and instructed regional offices to explore the feasibility of the proposals. The Chairman asked the Working Group on Tuen Mun External Traffic to follow up on this item.

Secretariat, Tuen Mun District Council

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