

**Summary of Minutes of the 8<sup>th</sup> Meeting  
of the Traffic and Transport Committee (2014-2015)**

**Meeting**

The Traffic and Transport Committee (“TTC”) held its eighth meeting on 9 January 2015.

**Request for Provision of Car Parking Spaces under the Bridge at Nai Wai Section of Hong Kong-Shenzhen Western Corridor**

2. The Member who submitted the paper remarked that after the completion of the Nai Wai Section of the Hong Kong-Shenzhen Western Corridor, the Government had not optimised the use of some vacant sites under the bridge and suggested that the Transport Department (“TD”) should convert the sites into temporary car parks to provide parking spaces for visitors to the Pet Park. In response, a representative of the TD said that since the proposal involved change of land use of government land, a number of steps had to be gone through during the consideration process. The Chairman asked the Member who submitted the paper to conduct a joint site visit to the vacant sites with the representatives of the TD and the Lands Department.

**Request for Widening of Castle Peak Road (Nai Wai to Lam Tei Section)**

3. The Member who submitted the paper said that in view of the increase in traffic flow resulted from the urbanisation of villages in recent years, the cycle track next to the Castle Peak Road (Yuen Long bound) in Lam Tei should be converted into a new vehicular lane to relieve the traffic pressure on roads in the vicinity of Fuk Hang Tsuen. In response, a representative of the TD remarked that the TD had earlier on conducted a site visit to the cycle track and considered the conversion of the cycle track into a slow lane leading to Tuen Mun feasible. However, the TD needed to continue to study the details. The Chairman asked the Member who submitted the paper to conduct a joint site visit to the cycle track with the representatives of the TD.

**Request for Widening of Platform of Lam Tei Light Rail Stop**

4. The Member who submitted the paper said that due to the two-fold increase in the population of Lam Tei as well as the completion of new schools and housing developments, the platform of Lam Tei Light Rail Stop had become extremely

overcrowded, especially during the morning rush hours. He suggested that the platform be widened and connected to the footbridge. In response, the representative of the Mass Transit Railway Corporation Limited (“MTRCL”) said that a site visit and a passenger survey had been conducted at Lam Tei Light Rail Stop, and as observed, the boarding and alighting of passengers was quite smooth and there was enough space for the waiting passengers. Since the site mentioned in the paper was owned and managed by the Government and it would be complicated to carry out structural improvement works to an operating platform, the MTRCL had to consider different factors. The MTRCL would closely monitor the development of the community as well as the usage of the platform of Lam Tei Light Rail Stop and take into account Members’ opinions in future review. Having discussed, the TTC resolved to write to the TD and MTRCL to request for follow up actions on the issue and seek explanation from the TD in respect of the monitoring and management arrangements on the Light Rail (“LR”). The TTC also resolved that the issue be followed up by the Working Group on Traffic Problems within Tuen Mun District.

#### **Solution to Traffic Congestion at Castle Peak Road (Harrow International School Hong Kong Area)**

5. The Chairman remarked that the TD and the relevant departments should link the existing uphill road near the Crossroad Foundations (“CF”) and the Harrow International School Hong Kong (“HISHK”) as soon as possible to tackle the traffic problem of the area. Otherwise, the widening of Castle Peak Road would also be affected in future. In response, a representative of the TD said that the TD had conducted a site visit and shared the view that the suggestion of making use of the road near CF to go uphill could be further considered. The TD would report to the TTC when the progress of the internal study of the Government was made. A number of Members expressed the hope to invite representatives of HISHK to the meeting of the TTC to understand its views and facilitate a two-way discussion on the ways to solve the traffic problem. The TTC resolved that the discussion of the item be continued at the next meeting and a letter be sent to HISHK to invite its representatives to the next meeting. The TTC also requested the TD to examine the feasibility of the option proposed in the paper and brief Members afterwards.

#### **Further Request for MTR’s Procurement of New Light Rail Train Compartments to Increase Service Frequency and Improve Service Quality**

6. The Member who submitted the paper opined that given the rising number of

traffic incidents in recent time, the MTRCL needed more time to repair the increasingly dilapidated LR vehicles. He also expressed concern that as the service hours of the LR had been extended to tie in with the service of the West Rail Line, the wear and tear of the LR vehicles would be accelerated while time for maintenance might not be sufficient. In that case, the frequency and the quality of service would be affected. Therefore, the MTRCL should work out the plan of procuring new LR vehicles as soon as possible. In response, the representative of the MTRCL said that though the service hours of the LR had been extended, the MTRCL would be dedicated to maintain the service level without affecting the time for maintenance. Moreover, the reserve vehicles could be put into service in case of accidents to ensure that the service quality would not be affected. In view of the population growth, the MTRCL had monitored the usage of the platforms during rush hours and introduced corresponding measures. Having discussed, the TTC resolved to write to the Board of Directors of the MTRCL and the Transport and Housing Bureau to: raise the request for procurement of LR vehicles; express the views on insufficient transport services in the district; enquire about the policy on the LR development; and invite senior staff of the MTRCL to the next TTC meeting to continue the discussion of the item.

#### **Request for Speedy Installation of Flashing Lights at Junctions of Light Rail Tracks and Vehicular Roads**

7. The Member who submitted the paper expressed concern over the collision between a bus and an LR train at a junction of a vehicular road and an LR track near Tuen Mun Pier. He also requested the MTRCL to announce the details of the accident and enquired about the feasibility of installing flashing lights as a precaution measure. A representative of the TD said that the TD had conducted a site visit to the accident location. He also said that the study of the TD had found the design of the road control system up to standard and the operation of the system normal. To avoid causing confusion to drivers, the TD was inclined to keep the road signals simple and therefore would not propose to install flashing lights for the time being. In concluding the discussion, the Chairman requested the TD to provide data on accidents happened in the past three years and brief Members on the results of the feasibility study on other road junction improvement measures under the “Reporting Items”.

#### **Request for Restoring the Frequency of Routes N260 and 58P**

8. A Member said that regarding the service changes to routes N260 and 58P mentioned in the report of the TD, the TD had directly reduced the frequency of route N260 as well as the service hours of route 58P without consulting TMDC and requested the TD to restore the services and give an account to the TTC. In response, a representative of the TD remarked that the proposed service adjustment of route N260 had been included in the Bus Route Planning Programme 2014-2015 of Tuen Mun District and it could improve the use of resources. The TD would continue to closely monitor the service of the route. The two affected trips of route 58P had been deployed to route 58M for service enhancement and the operation was smooth in general. Having discussed, the TTC resolved to write to the TD to express the views of Members and request the TD to discuss the issue with the bus company and restore the reduced trips afterwards.

Secretariat, Tuen Mun District Council

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