

Minutes of the 5th Meeting of
the Traffic and Transport Committee (2018-2019) of
the Tuen Mun District Council

Date : 6 July 2018 (Friday)

Time : 9:30 a.m.

Venue : Tuen Mun District Council (TMDC) Conference Room

<u>Present</u>		<u>Time of Arrival</u>	<u>Time of Departure</u>
Mr SO Shiu-shing (Chairman)	TMDC Member	9:30 a.m.	End of meeting
Mr YIP Man-pan (Vice-chairman)	TMDC Member	9:31 a.m.	11:57 a.m.
Mr LEUNG Kin-man, BBS, MH, JP	TMDC Chairman	9:30 a.m.	11:30 a.m.
Mr LEE Hung-sham, Lothar, BBS, MH	TMDC Vice-chairman	9:30 a.m.	End of meeting
Mr KWU Hon-keung	TMDC Member	9:35 a.m.	11:21 a.m.
Mr TO Sheck-yuen, MH	TMDC Member	9:30 a.m.	11:28 a.m.
Mr CHU Yiu-wah	TMDC Member	9:30 a.m.	End of meeting
Ms KONG Fung-yi	TMDC Member	9:30 a.m.	End of meeting
Mr NG Koon-hung	TMDC Member	9:30 a.m.	11:21 a.m.
Mr CHAN Yau-hoi, BBS, MH, JP	TMDC Member	9:30 a.m.	End of meeting
Ms WONG Lai-sheung, Catherine	TMDC Member	9:30 a.m.	End of meeting
Ms HO Hang-mui	TMDC Member	9:31 a.m.	End of meeting
Mr LAM Chung-hoi	TMDC Member	9:30 a.m.	11:27 a.m.
Ms CHING Chi-hung	TMDC Member	9:30 a.m.	12:06 p.m.
Ms LUNG Shui-hing, MH	TMDC Member	9:30 a.m.	11:56 a.m.
Mr CHAN Man-wah, MH	TMDC Member	9:31 a.m.	12:04 p.m.
Mr CHAN Manwell, Leo	TMDC Member	9:50 a.m.	End of meeting
Mr CHEUNG Hang-fai	TMDC Member	9:30 a.m.	11:49 a.m.
Ms CHU Shun-nga, Beatrice	TMDC Member	9:30 a.m.	End of meeting
Mr TSANG Hin-hong	TMDC Member	9:31 a.m.	11:59 a.m.
Ms SO Ka-man	TMDC Member	9:30 a.m.	12:47 p.m.
Mr MO Shing-fung	TMDC Member	9:30 a.m.	12:17 p.m.
Mr KAM Man-fung	TMDC Member	9:34 a.m.	12:52 p.m.
Mr YEUNG Chi-hang	TMDC Member	9:30 a.m.	End of meeting
Mr YAN Siu-nam	TMDC Member	9:30 a.m.	End of meeting
Mr TAM Chun-yin	TMDC Member	9:30 a.m.	End of meeting
Mr James CHAN	Co-opted Member	9:30 a.m.	End of meeting
Mr IP Pak-wing	Co-opted Member	9:30 a.m.	End of meeting
Mr TSANG Tak-lung, Sam (Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department		

By Invitation

Mr. HAR Mung Fei, Philip	Principal Assistant Secretary for Transport and Housing (Transport)4, Transport and Housing Bureau
Miss TSE Yuen Ting, Veronica	Assistant Secretary for Transport and Housing (Transport) 4B, Transport and Housing Bureau
Mr. LEE Man Ho	Principal Transport Officer/Bus & Railway 2, Transport Department
Mr. TO Chi Keung, Gary	Senior Transport Officer/Railway 1, Transport Department
Mr. WONG Chak Kwan, Peter	Engineer 9/Transport Planning, Transport Department
Mr. TSANG Hin Man	Senior Engineer/CWY2, Highways Department
Mr CHEUNG Chi Keung	Head of Operating – West Region, MTR Corporation Limited
Mr KU Wei Ki	MTR Corporation Limited
Ms Annie LAM	Assistant Public Relations Manager – External Affairs, MTR Corporation Limited
Mr TANG Ching-kit	Senior Officer, Planning & Development, The Kowloon Motor Bus Co. (1933) Ltd
Mr. KWOK Ching Him, Edmund	Technical Director, MVA Hong Kong Limited
Mr. LEE Ho Wai, William	Traffic Engineer, MVA Hong Kong Limited
Mr. YEH Wayne	Research Director, MVA Hong Kong Limited
Mr. SZE Tak Yin, Carlos	Assistant Research Manager, MVA Hong Kong Limited

In Attendance

Mr. LEUNG Chun Him, Damon	Senior Transport Officer /Tuen Mun 1, Transport Department
Ms. TSE Sau Ching, Cammy	Senior Transport Officer/Tuen Mun 2, Transport Department
Mr. WONG Yui Wai, Rex	Engineer/Special Duties2/Transport Department
Mr. MA Yik Kau, Victor	Engineer/Tuen Mun Central, Transport Department
Mr. CHUI Wing Luen	District Operations Officer (Tuen Mun), Hong Kong Police Force
Mr WONG Lap-pun	Station Sergeant, District Traffic Team (Tuen Mun), Hong Kong Police Force
Mr. WU Fan	District Engineer/Tuen Mun, Highways Department
Mr. CHAN Yuen heng, Jason	Engineer/15 (West), Civil Engineering and Development Department

Mr TAM Kwok Leung	Acting Administrative Assistant / Lands (Tuen Mun District Lands Office), Lands Department
Mr. WONG Kai Ming, Edmond	Senior Operations Officer, Citybus Limited
Mr Kelvin YEUNG	Senior Operations Officer The Kowloon Motor Bus Co. (1933) Ltd.
Mr TSZE Chi-ho	Senior Operations Officer , Long Win Bus Company Limited
Mr. LEUNG Tsz Hong, Billy	Assistant District Officer (Tuen Mun)2, Home Affairs Department
<u>Absent</u>	
Mr TSUI Fan, MH	TMDC Member
Mr CHAN Wai-ming	Co-opted Member

I. Opening Remarks

The Chairman welcomed all attendees attending the 5th meeting of the Traffic and Transport Committee (“TTC”) (2018-2019).

2. The Chairman said Mr Mark MOK, Senior Transport Officer/Tuen Mun 1 and Mr Marcus LAU, Engineer/Tuen Mun Central of the Transport Department (“TD”), and Mr Victor WONG, District Operations Officer (Tuen Mun) of the Hong Kong Police Force were transferred to other posts. The Chairman thanked them for their past cooperation with the TTC and on behalf of the TTC, he welcomed their successors, Mr Damon LEUNG, Mr Victor MA and Mr CHUI Wing-luen respectively.

3. The Chairman reminded Members that any Member who was aware of a personal interest in a discussion item should declare the interest before the discussion. The Chairman would, in accordance with Order 39(12) of the Tuen Mun District Council (“TMDC”) Standing Orders, decide whether the Member who had declared an interest might speak or vote on the matter, might remain in the meeting as an observer, or should withdraw from the meeting. All cases of declaration of interests would be recorded in the minutes of the meeting.

II. Absence from Meeting

4. The Secretariat had not received any application for leave of absence from Members.

III. Confirmation of Minutes of the 4th Meeting

5. The above minutes were unanimously confirmed by the TTC.

IV. New Discussion Items

(A) Enhancement of Light Rail Services
(TTC Paper No.48/2018)

6. The Chairman welcomed Mr Philip HAR, Principal Assistant Secretary for Transport & Housing (Transport) 4; Miss Veronica, Assistant Secretary for Transport & Housing (Transport) 4B of the Transport and Housing Bureau (“THB”); Mr LEE Man-ho, Principal Transport Officer/Bus & Railway 2, Mr Gary TO, Senior Transport Officer/Railway 1 of the TD; Mr CHEUNG Chi-keung, Head of Operating – West Region of the MTR Corporation Limited (“MTRCL”); Mr Ku Wai-kei, Light Rail (“LR”) Operations Manager and Ms LAM Yuen, Assistant Public Relations Manager of the LR; Mr YIP Wai-yan, Research Manager and Mr Sze Tak-yin, Assistant Research Manager of

the MVA Hong Kong Limited, to the meeting.

7. Mr HA of the THB gave an introduction of the paper, which is summarised as follows:

- (i) The THB conducted consultation in 2017 about the rationalisation of the LR routes;
- (ii) The THB and the MTRCL proposed the LR rationalisation scheme with the objective of raising the carrying capacity and operation efficiency of the LR to meet the transport demand of New Territories North-west. Several years ago, the Legislative Council and the community held discussions on the role of the LR and in June 2017, the Government published the Public Transport Strategy Study which confirmed the LR as an important rail-based public transport mode in the district and provided feeder service for the West Rail Line. In fact, in the past 30 years, the LR had grown together with the community; its role was unique and irreplaceable. With such background, the Public Transport Strategy Study made proposals to enhance the services of the LR, with a view to keep the the LR while at the same time further raise its service level;
- (iii) Regarding long-term improvement measures, the Government was studying the feasibility of constructing a heavy rail and a discussion paper “Towards a Planning Vision and Strategy Transcending 2030” was submitted to the Legislative Council Panel on Transport in 2017, which prepared the overall planning of the railways and trunk roads in Hong Kong between 2030 and 2041; currently, it was waiting for the decision of fund allocation by the Legislative Council Finance Committee;
- (iv) Regarding medium-term improvement measures, the Government was studying on design improvements for busy junctions, such as building overhead or underground Light Rail tracks at certain sections to ease the conflict among vehicles, pedestrians and railways. The Highways Department (“HyD”) was doing preparation work for the study, but even if the Government decided to study the proposals, the relevant works planning and construction could not be finished in a short time;
- (v) Regarding short-term improvement measures, the Government would adjust traffic lights at busy junctions, including three junctions; the improvement works of one of them was complete while the other two would be completed within 2018; and

(vi) Upon consulting the TTC about the LR rationalisation scheme in 2017, the MTRCL had made some amendments in response to Members' comments. As the MTRCL had already purchased 40 LR vehicles ("LRVs"), it prepared the LR rationalisation scheme in a bid to enhance the overall operation efficiency of the LR. He hoped to discuss with Members ways to best use the new resources of the LR in this meeting. He stressed that the LR rationalisation scheme proposed by the MTRCL did not involve reduction of resources.

8. Mr CHEUNG of the MTRCL supplemented as follows:

- (i) In 2017, the MTRCL proposed the LR rationalisation scheme in a bid to ease the congested LR system and subsequently received precious opinions from Members;
- (ii) The previously purchased LRVs would be gradually put into service from 2019 onwards; hence, the MTRCL must first and foremost solve the congestion problem of the LR system, then the carrying capacity could be raised by the increase and deployment of more LRVs;
- (iii) The said proposal would increase the headway of LR No. 610, 614P and 615P and retain No. 614 and 615 with their schedules slightly adjusted, to even out the overall LR headway and to allow passengers better grasp the LR waiting time and reach their destinations more quickly;
- (iv) Apart from stabilising the overall LR headway through the LR rationalisation scheme, the MTRCL would also improve the allocation of manpower and the facilities at the stops, such as improving the direction signs and information panels at the Siu Hong Stop to facilitate passengers changing transport means or routes; and
- (v) He said according to the passenger survey carried out by the MTRCL, most (around 30% to 40%) LR passengers' boarding and unboarding were confined in Tuen Mun; so, the MTRCL anticipated that the rationalisation scheme would benefit most of the Tuen Mun passengers.

9. Mr KU of the LR introduced the rationalisation scheme by powerpoint (see annex 1). Using the existing road traffic and LR data for simulation, with an increase in the LRVs, the effects before the enhancement (before adjusting the headway) and after the

enhancement were that if more LRVs were deployed without adjusting the headway, the congestion of the LRVs would only be more severe, the LRVs would be unable to reach the stops on time, and the carrying capacity could not be effectively increased. Mr KU also pointed out that the LR enhancement plan would increase the proportion of coupled-set LRVs from the existing 36% to 41% and increase the carrying capacity by 3.6% as compared with the situation before the enhancement. After the implementation of the rationalisation scheme, the headway of LR No. 610, 614P and 615P passing different stops (that is, most of the stops in Tuen Mun) would increase and the headway would be more evenly arranged. In addition, the plan would benefit most of the passengers in Tuen Mun, including those travelling to and from the Tuen Mun Hospital. Moreover, many passengers already chose to change at the Siu Hong Stop, the present plan was just making minor adjustments; it was projected that with the implementation of the plan, the number of passengers changing routes at the stop would increase by just a few per trip and the impact was very slight.

10. Mr YIP of the MVA Hong Kong Limited (“MVA”) said MVA had invited Tuen Mun and Yuen Long passengers of various age groups and ridership patterns to participate in focus group discussions, among them were passengers of Route No. 610, 614, 615, 614P and 615P, passengers who set out from Tuen Mun, those plying between Tuen Mun and Yuen Long, those travelling at busy or non-busy hours, office-goers, elderly persons, those travelling with elderly persons and kids, those who disliked changing transport means or routes, passengers who just wished to reach their destinations as fast as possible, and so on. The participants were arranged to join different groups to exchange opinions about the services of the LR. He gave a briefing on the results of the relevant discussions through powerpoint.

11. Members made the following comments and enquiries in the first round of discussion:

- (i) A Member said in 2017, the MTRCL proposed to cancel Route No. 614 and 615 and cut down one LRV running route 505, whereas the current proposal suggested to reduce headway of routes 614 and 615; he strongly objected to such proposal. If the MTRCL began to reduce the frequency of routes 614 and 615 to an over 20 minutes’ interval, in case the LR service encountered a slight disruption, the passengers would have to wait over half an hour. He welcomed the increase of frequency of routes 614P and 615P, but passengers going to Yuen Long would have to change at the Siu Hong Stop to take the low-frequency routes 614 and 615 and they might have to wait over 20 minutes. In the future, it might take an hour for the residents of Tuen Mun to travel to Yuen Long by the LR, so he disagreed

with the current proposal. In addition, the platform of the Siu Hong Stop had a triangular design with an inner and an outer triangle and the peripheries of all the platforms were LR tracks. Given the platforms were always crowded, passengers might easily fall onto the track. Over the years, he had strived to demand for an increase in the frequency of routes 614 and 615 and coupled-set LRVs, yet not only had the MTRCL ignored his demands, it even proposed to reduce their frequency. He was extremely discontented and opposed the proposal. Although the MTRCL had purchased 40 LRVs, 30 of them would be used to replace the phase 2 LRVs, so the actual increase was just 10 LRVs. Those 10 LRVs would be put into service by stages in 5 years, so actually only 2 LRVs per year were added. He considered that such increase could not catch up with the development of Tuen Mun, Yuen Long and Hung Shui Kiu. In view of the extremely crowded condition inside the LRVs, he strongly opposed the reduction of the frequency of routes 614 and 615;

- (ii) A Member said the MTRCL used simulation powerpoint slides to illustrate the effects before and after the implementation of the rationalisation scheme, but she queried that the actual operation in the future might be different from the powerpoint illustration and that the said scheme could not improve the current situation of the district. The MTRCL suggested to alleviate the crowdedness on the road surface of Yuen Long by reducing the frequency of routes 614 and 615 from 6 trips per hour to 2.85 trips per hour. She opined that the MTRCL should study with the TD on how to improve the transport network of Yuen Long, instead of trying to solve the crowdedness by reducing the LR frequency. At the same time that the MTRCL proposed to reduce the frequency of routes 614 and 615, it suggested to increase the frequency of route 610 by 3 to 4 trips per hour, which made her query about the effectiveness of the entire scheme on improving the transport of Yuen Long and reflected that the MTRCL needed not reduce the frequency of routes 614 and 615. The MTRCL said it had discovered through a survey that about 30-40% of the passengers of routes 614 and 615 got on and off the LR within Tuen Mun areas; in other words, the remaining 60% of the passengers were travelling to Lam Tei and Yuen Long and clearly the MTRCL had not considered the demand of these 60% passengers. She said the residents always complained that route 615 had a low frequency and was extremely crowded, the wheelchair users also worried that the reduction in frequency of route 615 would make it inconvenient for them to go to Yuen Long. Therefore, she viewed that the study of the MTRCL's focus group was unable to truly reflect the actual situation of the district. She was also worried that after the frequency of

routes 614 and 615 was cut down to a 20-minute interval, the patronage would drop and became an excuse for the MTRCL to cancel their services. She believed that Members would not support the MTRCL's rationalisation proposal and regarded it a backward move of the MTRCL. The MTRCL wanted to follow the operation model of Tuen Mun Road Bus-Bus Interchange ("BBI") in turning the Siu Hong Stop into a LR Interchange. The function of a BBI was to facilitate passengers changing to other bus routes, yet the MTRCL suggested to cut the direct routes to force passengers to use interchanging services, which was putting the cart before the horse. Based on the aforesaid grounds, she opposed the LR rationalisation scheme put forward by the MTRCL;

- (iii) A Member said although the captioned paper was titled "Enhancement of Light Rail Services", the proposals therein could not achieve an enhancement of LR services, especially of route 505. In 2017, the MTRCL proposed to reduce one LRV running route 505 whereas the captioned paper promised to keep the existing 505 service. He reckoned that the promise was merely maintaining the status quo, not really leading to an enhancement. Shan King Estate had a strong demand for route 505, it was difficult to board it during the morning rush hours, which often delayed the residents going to work or to school. Transport services should be tailored to the needs of the residents; over the years, he had been requesting the MTRCL to increase the frequency and use coupled-set LRVs for route 505. He urged the MTRCL to re-consider his requests. On the other hand, the THB just mentioned that the Government had studied whether to retain the LR service or not, and the simulation slides just shown by the MTRCL indicated that the LR occupied the road surface area, so he was hesitant as to whether the LR should be retained. He understood that it was not possible to entirely stop the LR operation in a short time and residents could only choose between walking or taking the LR to reach the Tuen Mun town centre; hence, he suggested the Government to consider replacing the LR service with an alternative one in the long run to facilitate residents commuting around Tuen Mun or to Yuen Long;
- (iv) A Member said actually only 10 new LRVs would be put into service over a period of 5 years, which was insufficient to cope with the population increase of Tuen Mun, Yuen Long and Tin Sui Wai, not to mention enhancing the LR services. The MTRCL's survey found that 34% of the LR passengers board and unboard in Tuen Mun, and another 6% passengers travelled from Tuen Mun to Yuen Long. According to her understanding, if 34% of the passengers board and unboard the LR in Tuen Mun, then the remaining 66% should all be going from Tuen Mun to

Yuen Long, so she requested the MTRCL to clarify whether the above figures were derived from all the LR routes. She opined that the MTRCL should concentrate on taking calculations at the positions where passengers board and unboard routes 614 and 615 so as to find out the number of passenger/time taking the LR from Tuen Mun to Yuen Long per day. From her observation, when routes 614 and 615 reached the Siu Hong LR Stop, in general around 100 passengers remained in the carriages to continue their way to Yuen Long. If the frequency of routes 614 and 615 was reduced to a 23-minute interval, she anticipated that at peak hours, together with the passengers changing from the West Rail to LR, there would be over 200 passengers waiting at the Siu Hong Stop to go to Yuen Long. At present the Siu Hong Stop was already very busy, with over 10 passengers queueing at every waiting line; with a large number of passengers changing routes at the Stop in the future, it could be foreseen that the service would collapse. Routes 614P and 615P in general would stop at platforms 5 and 6 of the Siu Hong Stop, and passengers must cross the track to reach platforms 1, 2, 7 or 8 for changing routes to Yuen Long. This would be very inconvenient to wheelchair users or even cause danger. There were often quarrels among passengers at LR Stops over the issue of queuing. Also, under the crowded condition, cases of indecency often occurred in the carriages. It could be foreseen that in the future, with the increase in passenger flow at the Stop, the aforesaid situations would worsen. In addition, there would be a population increase of over 100,000 people in Hung Shui Kiu, which would bring more passengers to the Nai Wai Stop, Chung Uk Tsuen Stop and Hung Shui Kiu Stop. If the MTRCL was determined to reduce the frequency of routes 614 and 615 in the future, it would be impossible to ease the passenger flow at the aforesaid LR Stops. She also said if the Government or the MTRCL wished to solve the crowded problem of the road surface of Yuen Long, the TD should try to improve the traffic conditions there, such as reducing the number of traffic lights and improving the road design, or building subways or flyovers to release space to the road surface, instead of solving the problem by the reduction of the transport services of Tuen Mun. She again requested the MTRCL to maintain the existing frequency of routes 614 and 615, and suggested it to purchase additional LRVs for increasing the headway of routes 614P and 615P, as well as increasing the number of coupled-set LRVs;

- (v) A Member said the proposed scheme did not suit the existing situation of Tuen Mun. In enhancing the LR services, the MTRCL must maintain the existing level of service. The population of Tuen Mun was increasing continuously, so the LR

frequency could only increase but not decrease. When the MTRCL proposed to cancel routes 614 and 615 and cut down one LRV for each of routes 505 and 507 in 2017, she had already raised an objection. Now, the MTRCL used the above proposal as a basis and submitted a new LR rationalisation scheme, but she considered that the MTRCL should not use the 2017 rationalisation proposal as a blueprint and suggested the MTRCL use coupled-set LRVs on all LR routes and increase the LR train frequency during rush hours. She appreciated the increase of the frequency of routes 614P and 615P but was opposed to using the reduction in the frequency of routes 614 and 615 as a trade off. Since the MTRCL had listened to the opinions of the TTC given in 2017 and decided to keep routes 614 and 615, it proved that the MTRCL concurred that Tuen Mun residents indeed had transport demand for travelling to Yuen Long, yet the relevant LR frequency was reduced from a 10-minute interval to a 20-minute interval, which was unacceptable. She opposed the said arrangement, urged the MTRCL to reconsider the scheme and suggested to use coupled-set LRVs for the relevant routes to facilitate the disabled in the use of the LR service. Besides, in the focus group discussion held earlier, the MTRCL had not invited Members who were familiar with the community affairs to participate, so she considered the credibility of the survey doubtful;

- (vi) A Member said he had consulted the residents about the LR rationalisation scheme and learned that the residents could not accept the reduction of frequency from a 10-minute interval to a 20-minute interval for routes 614 and 615. If the scheme was implemented, the residents would have to wait for a long time for routes 614 and 615 (direct routes to Yuen Long), so he suggested the MTRCL to use coupled-set LRVs for routes 614 and 615. In addition, he disagreed with the MTRCL in bundling up the enhancement of LR stop facilities with the LR rationalisation scheme as one set of proposal. He considered that the MTRCL should first develop an LR arrival time mobile app for the passengers to estimate their waiting time and only then would there be leeway to discuss the LR rationalisation scheme;
- (vii) A Member said the MTRCL did not really put its slogan “Listening, Responding” into practice and was disappointed with the MTRCL’s current proposal. He said when the MTRCL decided on the LR rationalisation scheme, it should not only focus on the hardware operation of the LR system but should also take into account the need of the passengers; so, he requested the MTRCL to take care of the passengers’ overall needs while enhancing the operation of the LR. He had

earlier on gathered the residents' opinions about the MTRCL's LR rationalisation proposal and received over 1,400 signatures opposing it. The residents requested the MTRCL to overwhelmingly use coupled-set LRVs in operation and to retain the routes that departed from Tuen Mun, past On Ting and Yau Oi and reached Yuen Long directly and hoped that the waiting time would be less than 20 minutes. He had also talked with the Assistant Director of the TD, who also considered the waiting time of over 20 minutes unacceptable. If necessary, he was glad to provide the above information for the MTRCL's reference. In fact, apart from the Siu Hong Stop, passengers' volume at other LR stops was also large, for example, the LR stops at On Ting, Yau Oi and Siu Lun and especially On Ting. The MTRCL proposed to cancel routes 614 and 615 and cut down one LRV for each of routes 505 and 507 in 2017; but after discussion in TTC meetings, it eventually decided to keep routes 614 and 615. So, the MTRCL's current rationalisation proposal was merely responding to the TTC's request instead of advocating an enhancement of service, it had not even considered the needs of the disabled. He also viewed that the facilities of an LR stop should be continuously improved for serving passengers better and the MTRCL needed not wait till the implementation of the rationalisation scheme to do both together at the same time. One of the examples of facilities in need of improvement were the panels showing train arrival time at the LR stops, which currently could not show trains arriving in more than 9 minutes' time;

- (viii) A Member said the MTRCL's proposed scheme would not really enhance the LR services, neither did it explain how the 10 new LRVs would be used in the future. He guessed that most of the additional LRVs would run between Yuen Long and Tin Shui Wai. Over the years, the TTC had offered ample suggestions on the improvement of the LR services; yet, his wish of increasing the LR train frequency and coupled-set LRVs was not fulfilled in the current rationalisation scheme proposed by the MTRCL. An intermediate stop of route 507 was located at Tai Hing with only a small number of passengers alighting there, making it almost impossible for the residents of the district to board the train. He reckoned that many of the busy LR junctions should be changed to an overhead design to avoid blocking other road users like buses. The LR had been put to service for 30 years and the population in the districts concerned had doubled; yet, the MTRCL had not made any improvement in the operation of the LR in Tuen Mun, Yuen Long and Tin Shui Wai. He requested the MTRCL to inject resources in the purchase of additional LRVs and really enhance the LR service;

- (ix) A Member enquired about the number of additional LRVs being allocated to Tuen Mun. The findings of the focus group discussion indicated that passengers were willing to wait for 20 minutes or above, but she had talked with the residents and learnt that passengers did not accept such a long waiting time in general; so, she doubted the said findings, as well as how the focus group was formed. Regarding the rationalisation scheme, the MTRCL intended to build the Siu Hong Stop as a transport hub like a BBI. A point to note was that the BBI included two directions, one towards Kowloon and one towards Tuen Mun and were located at two different places. She anticipated that the Siu Hong Stop would be unable to cope with the huge flow of passengers making interchange. With the imminent population intake of Yan Tin Estate in the vicinity and the completion of other new housing estates, she queried whether the Siu Hong Stop was suitable to be used as an interchange stop. She also opposed the scheme. She had carried out a residents' survey, which revealed that 30% of them supported the MTRCL's scheme whereas 50% objected, the remainder directly gave improvement suggestions such as asking the MTRCL to use coupled-set LRVs service during busy hours. In fact, the TTC and the residents both demanded for coupled-set LRVs during busy hours, but the MTRCL usually used them only during non-busy hours. She also pointed out that the passengers of and around Lung Yat Estate relied on the MTRCL's feeder bus route 506 to go to the West Rail stations, but during the morning rush hours, route 506 was in short supply and very crowded, so she demanded an increase of the frequency of route 506. She reiterated that she did not support the MTRCL's rationalisation scheme;
- (x) A Member requested the THB to seriously follow up on the enhancement of the LR service. LR trains ran on the road surface and since its commencement of operation, there were many traffic accidents causing death, such as the accident happening on Tsing Lun Road in which an LRV knocked down a dump truck, causing human casualties. In view of the new development at Hung Shui Kiu and the precedence of the LR Pui To Stop, he requested the THB to study the conversion of the LR system into an overhead or underground system. The LR was so crowded that the passengers and the MTRCL's staff had frequent conflicts. Many passengers who travelled from Yuen Long to Tuen Mun chose to take the West Rail instead of the LR. He said he had suggested the MTRCL to widen the LR platform to meet the needs of the passengers but the MTRCL kept using a delaying tactic;
- (xi) A Member said although the captioned paper was titled "Enhancement of Light

Rail Services”, the proposals therein did not entail any concrete ideas about improving the LR service in Tuen Mun. The LR commenced operation in 1988 and the population of Tuen Mun had been increasing, the space on the road surface was getting less, traffic congestion and competitions between pedestrians and vehicles for the use of roads were worsening. For example, the junction at Yau Oi Stop and On Ting Stop was often very congested, which affected the Heung Sze Wui Road as well; if a traffic accident took place, the congestion would be even worse. The TTC had been demanding the MTRCL to increase the LR frequency and use coupled-set LRVs. Now, new housing estates in Tuen Mun like the Yan Tin Estate already started population intake and the population along the road from Tuen Mun to Yuen Long (such as Hung Shui Kiu) was growing, yet the MTRCL still had not increased the LR frequency. When route 507 arrived at the On Ting Stop it was almost full. Although the MTRCL had purchased 40 new LRVs, the total number of LRVs was increased just by 10 (the rest were used to replace the old LRVs) and it was uncertain how many of them would be allocated to Tuen Mun. She requested the MTRCL to purchase more LRVs as soon as possible. The residents of Tuen Mun actually did not have much choice in transport and the LR trains always had delays; so, requiring the residents to wait for over 20 minutes for routes 614 and 615 was unacceptable. On the other hand, she requested the THB to explain in detail how it would handle the transport problems of Tuen Mun;

- (xii) A Member said when the LR was put into service in 1988, the population in Yuen Long and Tuen Mun was only over 100,000 odd. By now, 30 years had elapsed, he did not think the MTRCL had made any improvement to the LR service. He viewed that the LR design itself was alright, but with changes in population and road conditions, the MTRCL should make practical changes. For instance, many years ago, the MTRCL converted the Pui To Stop to run overhead the Tsing Lun Road, since then the traffic had become smooth and it effectively avoided traffic accidents. So, whether the LR operation could be improved depended on the MTRCL’s willingness to put in resources. Many years ago, there was an LR concern group of Yuen Long and Tuen Mun for which he represented the TMDC to attend the meetings. At that time, he already indicated objection to the design of the LR routes with many twists and turns; but regrettably, the MTRCL still had not built overhead LR tracks. The vehicle volume and road conditions now and those of 1988 were too different to compare, he viewed that the traffic congestion problem in Yuen Long was created by the MTRCL. Regarding the LR rationalisation scheme, he often took routes 614 or 615P to Yuen Long and noticed that they were not run by coupled-set LRVs. The MTRCL once proposed to

cancel route 614 and now it proposed to reduce its frequency to a 23-minute interval, he did not believe that the participants of the focus group had not raised any objection to it; he viewed that the said arrangement was no different from forcing the passengers to take the West Rail, making the West Rail even more crowded and affecting the passengers who relied on the West Rail to go to urban areas. Although the MTRCL emphasised that at the Siu Hong Stop, the waiting time to change to Yuen Long was only a few minutes, it was still very inconvenient to the disabled and the senior citizens. He urged the relevant departments and the MTRCL to consider the above comments;

(xiii) A Member said since the MTRCL earned a lot of profit each year, the TD should ask it to allocate more resources to improve its services. He suggested the MTRCL to order 10 more new LRVs and allocate additional resources to the coupled-set LRVs. Regarding the MTRCL's plan to use 30 new vehicles to replace the old ones, he suggested it to implement it in stages, such as replacing 20 old LRVs first and adding the remaining 10 to serve the vehicle LRV fleet. He believed that if the existing LRVs were functioning, there was no hurry to replace them. As for the platform facilities and accessories, he believed the TTC would certainly welcome the MTRCL to improve them, so the improvement work need not wait for the approval of the rationalisation scheme. He requested the MTRCL to implement the proposals as soon as possible, such as adding directional signs at the Siu Hong Stop, adding platform assistants and coupled-set LRVs, to let the public know that the MTRCL was continuously enhancing the LR service. Furthermore, coupled-set LRVs were running 40% of all the LR trips, but he suggested the MTRCL to raise the percentage to 60-70%. He also reckoned that the current LR rationalisation scheme proposed by the MTRCL was an improvement over the one proposed last year, but routes 505, 507 and 610 could be said only maintaining the existing level of service, the schedules of routes 614, 615, 614P and 615P were strictly speaking mere vehicle redeployment. Overall, the LR headway had not been raised. He suggested the MTRCL to maintain the existing service of routes 614 and 615 and to allocate the new LRVs to routes 614P and 615P. In addition, there was another agenda item in this meeting which proposed to improve the platform of the LR Choy Yee Bridge Stop; he rather hoped the TD would conduct an overall review of all the platforms of the Tuen Mun LR stops and explore effective enhancement methods;

(xiv) A Member said the MTRCL just mentioned that the LR system was congested, especially the section from Shui Pin Wai Stop to Yuen Long Stop; but it did not

study other ways to solve the problem, like converting the entire Yuen Long LR section to an overhead track. The said issue was the concern of the Yuen Long District Council, but as the LR was one indivisible system, some issues affected both districts at the same time and the scheme proposed by the MTRCL might be unfair in different ways to the two districts. In fact, with the background of the continual development of Hung Shui Kiu and the population increase of Tuen Mun and Yuen Long, not only had the MTRCL failed to allocate more resources for providing better service for the passengers, it even proposed to reduce the LR frequency and refused to increase coupled-set LRVs. He opined that the TD should bear responsibility to some extent in this matter. The TD should not alleviate the traffic congestion problem by a reduction of the LR frequency, but rather it should review the overall traffic conditions of the two districts and make improvements. For example, under the circumstance that the MTRCL had insufficient resources to cope with the population increase of the district, it should consider introducing other public transport means to connect the two districts; and

- (xv) A Member had reservations on the proposal in the paper. He was worried that once the proposed scheme was implemented, the frequency of routes 614 and 615 would be reduced, leading to the drop of patronage and then the MTRCL might use the excuse of insufficient patronage to cancel those routes. In addition, just now the MTRCL showed simulation slides about the operation of LR, which showed that some LRVs had to wait 3 to 4 minutes to pass through traffic lights, but he considered this inconsistent with the actual situation. According to his observation, the LRVs had to wait mainly because there were too many vehicles on the road. Furthermore, the Development Bureau generally required a transport assessment study on a development project and would not approve it unless it passed the assessment, so he could not understand why there were still traffic congestion problems after a development project was completed. The Hong Kong Housing Authority had pointed out that the family pattern of Hong Kong was gradually changing from large families to small families, so theoretically each building should have as many residents as before. Therefore, he believed that the population increase brought by the new buildings should not have much effect on the traffic of the district. For Tuen Mun, Yan Tin Estate containing over 4,000 units had just begun population intake and over 10,000 public housing units would be built in the district, he worried that the traffic congestion problem existing in Yuen Long would take place in Tuen Mun. Although the Development Bureau had completed the transport assessments before the construction of buildings, he expected that the THB still had to deal with the traffic problems brought about by

the rapid population increase in the future, so he requested the various government departments to have better communication.

12. The Chairman said most Members did not accept the reduction in frequency to a 21-23 minute interval for routes 614 and 615. He suggested the THB to explore ways of improving the design of busy road junctions and requested the MTRCL to increase the use of coupled-set LRVs. He also requested the MTRCL to allocate more feeder buses for routes 505 and 507. He hoped the THB and MTRCL would consider the above comments.

13. Mr HA of the THB responded as follows:

- (i) He said the THB would seriously consider the comments of the TTC on the improvements of the LR service;
- (ii) He said the LRVs purchased by the MTRCL would be gradually delivered in 2019, 40 new LRVs would be put into service over a period of 5 years. As to a Member's suggestion to replace the old vehicles by stages and take priority to use the new LRVs to start new services, the THB had discussed with the MTRCL and the MTRCL was now considering the suggestion.
- (iii) He said in order that the new vehicles introduced in 2019 could yield more benefits, the MTRCL had proposed the LR rationalisation scheme to smoothen the operation of the LR system;
- (iv) He said in the past 30 years, the LR had been upgrading itself in terms of routes, LRVs fleet size and patronage, which proved that the MTRCL had continually raised its level of service in line with population increase;
- (v) He said in 2017, the legislative Council Subcommittee on Matters Relating to Railways discussed whether the LRVs could all be changed to coupled-set LRVs. Back then, the paper mentioned that over 600 LR trips were added each week, an increase of 3% as compared with 2012. The MTRCL had also increased the carrying LR capacity by improving the layout and design of the LRV carriages, strengthening platform management and providing more short-haul special service. However, the LR adopted an open design and had to share certain space of the roads with other road users. If routes or tracks were not added, the LR system would only become more congested if the LR frequency was continuously increased, the LR was singly run by coupled-set LRVs or new LR resources were

added;

- (vi) He said the THB had examined whether it was feasible to segregate some of the LR tracks with other road users. Upon assessment, it was considered technically and practically not feasible. The main reason was the areas now covered by the LR networks were already well developed after a lapse of 30 years. The Public Transport Strategy Study had proposed to carry out feasibility studies on 11 of the busy road junctions and the THB would follow up on the matter with the relevant departments; and
- (vii) He said the new LRVs purchased by the MTRCL would be put into service in 2019, whereas the increase in frequency, purchasing more LRVs and improving the design of the busy road junctions were longer term measures which could not alleviate the congestion of the LR system immediately. Unless Members considered the existing operation of the LR system acceptable or wished to observe the outcome of putting the new LRVs into service in 2019 first, he hoped that the present discussion should have a breakthrough.

14. The Chairman said this agenda item had been discussed for a long time and most Members had given their comments. If Members wished to continue to give comments on this agenda item, he proposed that this meeting would only concentrate on this item, the other items would be dealt with in a separate special meeting.

15. Members made the following comments in the second round of discussion:

- (i) A Member said if additional LRVs would cause congestion of the LR system, he believed that before ordering the new vehicles, the MTRCL and the Government should have discussed about it. He did not understand why the THB and MTRCL did not consult the TMDC until the new vehicles were due to arrive in Hong Kong and even stated that if the LR frequency was not adjusted, the new vehicles could not be put into service; this was no different from shifting the responsibility to the TMDC. In addition, it was only after a long explanation by the THB and MTRCL that Members began to understand the LR operation, but he believed that the public would not understand why even after the MTRCL had put in additional resources, the frequency of some of the routes had to be reduced. Therefore, he opined that the TTC could not support the MTRCL's current scheme proposal;
- (ii) A Member said the MTRCL was earning profits every year, but it only purchased 40 new LRVs and 30 of which were for replacing old vehicles, only 10 were

adding to the vehicle fleet, and it was believed that the additional LRVs allocated to Tuen Mun would not be many. He requested the MTRCL to purchase 5 additional vehicles and allocate them to Yuen Long or Tuen Mun. As the TD said the traffic in Yuen Long was very congested whereas Tuen Mun did not have traffic congestion, then the new vehicles could be allocated to the Tuen Mun LR routes. He believed Members would all support it;

- (iii) A Member said even if the 40 new LRVs were all used as coupled-set LRVs, it still could not meet passenger demand. She reckoned that the LR platforms had enough space for coupled-set LRVs to pull up to, some of the platforms could even accommodate 4 LRVs at the same time, so coupled-set LRVs should not be a problem in the entire operation of LR. Therefore, she requested the MTRCL to study again the increase of LR frequency and the use of coupled-set LRVs in all routes;
- (iv) A Member said he/she would not support the captioned agenda item and would reprimand the representative of the THB;
- (v) A Member said he had demanded for coupled-set LRVs over 10 years ago, but route 507 still had not use any coupled-set LR. The population of the district was increasing but the LR service was unable to fulfil the public's expectation, so the TTC would not support the MTRCL's current proposal of reducing the frequency of routes 614 and 615. He also said the Government and MTRCL must not interrupt the transport of Tuen Mun while solving the traffic congestion problem of Yuen Long, and enquired the number of newly purchased LRVs to be allocated to Tuen Mun;
- (vi) A Member said the suggestions made in THB's reply were impracticable and reckoned that the THB was unable to grasp the characteristics of the LR operation in Tuen Mun. The reply of the THB was equivalent to saying that the LR problems in Tuen Mun could not be solved. However, the LR service was an important livelihood issue, the TTC must keep attending to the matter. In addition, she requested the THB to consider replacing the LR service with an alternative one for commuting between Tuen Mun and Yuen Long; and
- (vii) A Member was discontented about the THB's response and asked the MTRCL not to implement the rationalisation scheme by force.

16. The Chairman said Members suggested to use overhead LR tracks at busy road junctions, to use more coupled-set LRVs during busy hours and objected to a reduction in the frequency of routes 614 and 615 to an interval of 21 to 23 minutes. He hoped the THB would consider the relevant comments before giving a reply.

17. Mr CHEUNG of the MTRCL said they had no plans to reduce resources but instead would strengthen the LR service in Tuen Mun to stabilise the overall schedule and strengthen services, in a bid to benefitting the residents and passengers of Tuen Mun. In addition, the reason why the MTRCL proposed to solve the traffic congestion in Yuen Long was that many LRVs going from Tuen Mun to Yuen Long could not return due to congestion of both the LR system and the road surface in Yuen Long, directly affecting the LR service of Tuen Mun. Therefore, the present proposal made by the MTRCL aimed at strengthening the LR service of Tuen Mun, as well as reducing the impact of the traffic problems of Yuen Long on Tuen Mun. He thanked Members for their precious comments and said the MTRCL would carefully analyse them.

18. A Member enquired again whether the MTRCL would purchase additional LRVs.

19. Mr KU of the MTRCL said 10 additional LRVs had been purchased to increase the size of the vehicle fleet, but engaging more vehicles would worsen the congestion situation, so it was necessary to make minor adjustments to the existing LR schedules to smoothen the system.

20. The Chairman said the Member only enquired whether it was possible to purchase additional vehicles.

21. Mr KU of the MTRCL said they would provide supplementary information after the meeting.

22. The Chairman requested the respective departments to timely report the progress to the TTC.

[The Chairman left the meeting at this juncture, the meeting was temporarily chaired by the Vice-Chairman.]

(B) Provision of additional cycle parking facilities in Tuen Mun District
(TTC Paper No. 49/2018)

23. The Vice-Chairman welcomed Mr WONG Chak-kwan, Peter, Engineer 9/Transport Planning of the TD and Mr TSANG Hin-man, Senior Engineer/CWY2 of Highways Department to the meeting.

24. Mr WONG of the TD introduced the paper by powerpoint (annex 2).

25. A Member said the TD had mentioned that concerning the proposed bicycle parking location P018, it had sought the community's opinion through the Tuen Mun District Office ("TMDO"), but he had never been consulted about it. He had reservations on the proposed location and suggested the TD to go with him for a site visit and see if it was a suitable for use as a bicycle parking lot.

26. A Member said the bicycle track in the vicinity of Tuen Mun Ferry Pier did not have any bicycle parking facilities, so he supported the TD's proposal of increasing bicycle parking spaces. The paper originally proposed to provide bicycle parking spaces at the junction of Wu King Road and Wu Chui Road, but it was withdrawn due to opposition from stakeholders. At the end of 2016, the TD asked for his opinion about providing 10 conventional bicycle parking spaces at the aforesaid location. Thereafter, he had a site inspection with the representative of the TD and indicated his support, the residents nearby did not show any strong objection either. Up till this meeting, he had not received any further information on the said proposal, so he wished to know the number of times and with whom the consultations were carried out. Other districts with bicycle tracks were equipped with plenty of bicycle parking spaces. For example, Shatin and Yuen Long had 12,000 and 14,000 bicycle parking spaces respectively, but Tuen Mun had only 6,000. So, he enquired the TD whether the planning criteria for bicycle parking spaces was based on the population of the district or on the road network facilities.

[At this juncture the Chairman returned and resumed the chair.]

27. Members made the following comments and enquiries:

- (i) A Member said a consultation was usually carried out by telephone or in writing. If the TMDO could unify the mode of consultation, it would facilitate the consultation exercise. The paper proposed to construct 28 angled bicycle parking racks on the main walkway of Tin King Estate. She requested the TD to explain how the location of the proposed parking spaces was chosen. In addition, double deck bicycle parkers were provided near the MTR Sheung Shui Station and the West Rail Tuen Mun Station also had space for similar parkers; so, she requested the TD to consider providing double deck parkers there. She also said shared

bicycles had occupied many bicycle parking spaces in the district and so requested the TD to regulate the operators of shared bicycles more closely;

- (ii) A Member supported the TD to increase the number of bicycle parking spaces but had reservations on the proposal to build bicycle parking spaces on the pavement next to the bus terminus of Leung King Estate. The high pedestrian flow in the morning and the many illegally parked bicycles there made her worry that more cyclists would be attracted once the new parking lot was built, causing management problems and occupying a lot of road surface. She suggested the TD to find space in Tin King, Leung King and San Wai for building bicycle parking spaces and consider areas within the public transport interchange or bus terminus. She also suggested to introduce double deck bicycle parkers;
- (iii) A Member said the paper stated that the TD and HyD had already chosen the locations for building parking spaces and had consulted the nearby stakeholders, but many Members said they had not been consulted and that they did not concur with the locations chosen by them. She enquired the departments on the criteria of choosing the said locations, the details of the consultations and the reason why the relevant Members were not consulted. In addition, a lot of bicycles parked in Tuen Mun East illegally whilst it had areas suitable for building bicycle parking spaces, so she enquired why the TD had not included Tuen Mun East into its target list. She requested the TD to explain in detail its plan to construct bicycle parking spaces in Tuen Mun. On the other hand, she found that the utilisation rate of the bicycle parking spaces around the Nerine Cove was low, so she requested the department to study the actual demand before building bicycle parking spaces;
- (iv) A Member welcomed and supported the departments to construct additional bicycle parking facilities near the Tuen Mun town centre and suggested them to consider changing the conventional bicycle parking racks into double deck bicycle parker for parking more bicycles. He also enquired how the departments decided on the type of bicycle parking rack to provide. The land resources in Hong Kong were limited. Adjacent countries like Singapore and Japan also had the problem of lacking bicycle parking spaces and they used automatic underground bicycle parking systems, so he enquired whether the TD would carry out the relevant feasibility study to solve the problem in the long term;
- (v) A Member said it took the departments more than two years from consultation to

submitting proposal to the TTC about the decision of building 9 bicycle parking spaces, which was rather long. He also concurred with other Members' comments and suggested the departments to consider introducing new types of bicycle parking racks to solve the problem in the long term. In addition, he would like to know how the departments selected the proposed locations for building bicycle parking spaces and said the departments had not consulted him about building parking spaces in his constituency. He requested the departments to explain their consultation process;

- (vi) A Member said she had not been consulted by whatever mode of consultation and that before selecting the locations for building bicycle parking spaces, the departments should consult Members first. She also suggested to construct bicycle parking spaces on the small road near Brilliant Garden and Water Supplies Department's Tuen Mun Treatment Works Staff Quarters. Not only must the departments increase the number of bicycle parking spaces, they should also formulate policies to regulate shared bicycles as soon as possible. Many shared bicycles occupied public bicycle parking spaces, which was equivalent to using the Government resources for personal gains. At present, overseas countries already required shared bicycles to be parked at designated locations, so she requested the departments to formulate policies for regulating shared bicycles as soon as possible;
- (vii) A Member said most residents welcomed the proposal to increase bicycle parking spaces, but in the long term the problem of shared bicycles must be solved. He suggested the Government to consider licensing the shared bicycle business, specifying designated locations for parking shared bicycles and studying technology to alleviate the parking problem of shared bicycles. He also suggested the TD to introduce double deck bicycle parkers;
- (viii) The Chairman said during the consultation process, Members would highlight the advantages and disadvantages of the proposed locations of the parking spaces and the conditions of the areas, so he requested the TD to communicate with Members for reviewing the proposed locations of the additional parking spaces. He said he concurred with the adding of parking spaces in the district, but the departments should avoid adopting measures which might encourage the shared bicycle operators to occupy public parking spaces and cause obstruction to the pedestrians;
- (ix) A Member said he agreed in principle to the TD's proposal of increasing bicycle

parking spaces in Tuen Mun, but at the same time the relevant department should regularly remove the obsolete bicycles that occupied the parking spaces in the district. He gave the example of the bicycle park at Tseung Kwan O which was well managed with ideal utilisation of the bicycle parking spaces. On the other hand, he reckoned that the department's proposal to build bicycle parking spaces next to the Leung King bus terminus might interrupt the pedestrian flow there. He suggested the larger area next to the Tin King Road and the LR track near Leung King bus terminus which could park more bicycles.

- (x) A Member said she had not been consulted about the captioned agenda item and would like the TD to seek Members' opinions again. She also requested the TMDO to explain the details of the above consultation. In addition, the paper said the TD had already reviewed and considered the comments collected from the public; she requested the department to describe the channels by which comments of the public were collected and to provide the relevant details. In addition, she suggested the TD to introduce new types of bicycle parking racks to replace the old ones in the district;
- (xi) A Member said she could not recall being consulted. She concurred with the proposal for increasing bicycle parking spaces to respond to the residents' need, but at the same time she was worried that the additional parking spaces might be occupied by shared bicycles, so she suggested the TD to regulate the operation of shared bicycles as soon as possible. In addition, on the conventional bicycle parking racks on the pavement near Lung Mun Oasis, the bicycles were disorderly placed; she enquired whether the department would improve those conventional parking racks at the same time; and
- (xii) A Member requested the department to examine the proposal again. She also enquired whether the location of the proposed additional bicycle parking spaces were all near bicycle tracks.

28. The Chairman requested the TD to liaise with Members of various constituencies in which the proposed parking spaces located. If Members wanted to propose other parking locations, they could tell the TD. He also said it was not necessary to add bicycle parking spaces in Sam Shing Estate to avoid causing obstruction to the traffic on the road.

29. Mr WONG of the TD said the locations proposed in the paper were decided by a consultant commissioned by the TD and it had conducted the relevant site inspections.

Action

30. The Chairman requested the TD to consult the relevant Members about the locations of additional bicycle parking spaces proposed by the consultant.

Transport
Department

31. Mr WONG of the TD said the TD would liaise with Members of various constituencies regarding the 11 proposed locations.

32. The Chairman said if Members wanted to propose other locations, they could take the initiative to contact the TD.

33. A Member said he had endorsed a location proposed by the TD, but the TD said it was subsequently cancelled due to objection from stakeholders, he requested the TD to explain the details of it.

34. The Chairman reiterated he had requested the TD to contact various Members concerned.

35. A Member said the TD must also liaise with Members other than those belonging to the constituencies in which the 11 proposed parking areas were located.

36. A Member again enquired whether the TD had studied the underground automatic bicycle parking system.

37. Mr WONG of the TD said they would increase bicycle parking spaces by stages. At the present stage, projects with less technical difficulty would be implemented, such as those not involving land reclaiming or tree relocating. The TD knew that Members wished to have bicycle parking spaces at locations other than those mentioned in the paper, he would contact the relevant Members later and their suggestions would be considered in the projects of the next stage.

38. The Chairman requested the TD to provide the contact details of the responsible staff of the TD to the Secretariat for Members to contact them directly.

Transport
Department

[Post-meeting note: The Secretariat circulated the contact details of the responsible staff of the TD to Members on 6 September 2018.]

39. Mr Billy LEUNG, Assistant District Officer (Tuen Mun) 2 said the TD conducted consultation on the proposed locations for building bicycle parking facilities in Tuen Mun

through the TMDO at the end of 2017. In that consultation, the TMDO collected written comments from the district councillors, Mutual Aid Committees, Owners Committees and Incorporated Owners and returned the results to the TD for consideration. The TD might consider the Chairman's suggestion to contact the relevant Members again for collecting their comments.

40. A Member said he was consulted by the TD and TMDO at the end of 2016 but not in 2017. He himself supported the TD's proposal but a stakeholder objected to it.

41. The Chairman requested the TD to get more details from the said Member concerning what he reflected.

Transport
Department

(C) **Traffic Improvement Measures in Respect of the Junctions of Shek Pai Tau Road/Tsing Yeung Circuit/Tai Hing Street and the Transport Networks of the Nearby Areas**
(TTC Paper No.50/2018)

42. The Chairman welcomed Mr KWOK Ching-him, Technical Director and Mr LEE Ho-wai, Principal Transport Engineer of MVA (Hong Kong) Limited to the meeting.

43. Mr Victor MA of the TD said in September 2017 the TD commissioned MVA to carry out a study on the traffic congestion blackspots of the whole Hong Kong, included in the list was the traffic network around Shek Pai Tau Road, Tsing Yeung Circuit and Tai Hing Street of Tuen Mun. The study included the review and assessment of the traffic congestion blackspots in their present and future state, analysing the causes of traffic congestion and proposing the appropriate and feasible measures to alleviate different traffic problems. MVA had completed a preliminary study of the traffic congestion blackspots and proposed the respective improvement measures.

44. Mr KWOK of MVA introduced the paper by powerpoint (annex 2).

45. A Member said he did not have any strong view on the improvement measures proposed by MVA, but the TD should implement other improvement measures as soon as possible. Tsing Yeung Circuit and Shek Pai Tau Road were always obstructed by illegally parked vehicles. The TD must paint double yellow lines there, otherwise it would be useless to change the two-lane traffic to one-lane at Tsing Yeung Circuit, which might just attract more illegal parking. In addition, the area between Tai Hing Street and Ming Kum Road was full of restaurants, constantly attracting a lot of illegal parking, causing difficulties for buses to pull up to the bus stop and the drivers were even forced to let

passengers board or get off the buses in the middle of the road, causing traffic congestion from time to time. He requested the TD to deal with the illegal parking problem there, like painting double yellow lines in the vicinity of Delya Industrial Centre and Wai Cheung Industrial Centre. Finally, vehicles going from Shek Pai Tau Road to Ming Kum Road could choose to turn left or right, but vehicles turning right often had to wait for a long time because the LR trains had priority to cross the road, and hence vehicles often had to queue back into Tai Hing Street; so, he requested the TD to examine whether the traffic light controls there might be improved.

46. A Member agreed that the traffic conditions at Tsing Yeung Circuit were unsatisfactory, the congestion must be reduced. He requested the TD to discuss with Members of the relevant constituency and stakeholders about the improvement proposals, which would change the existing traffic flow pattern and affect the shop operation and residents' shopping habit a great deal. He believed it would take time for Members of the relevant constituency to discuss with the residents about it. In addition, he did not concur in changing the traffic of the entire Tsing Yeung Circuit to one-lane; instead, certain sections of it should remain two-lane so that the traffic route would not become circuitous. He also agreed to combine the two zebra crossings located at the junction of Tsun Wen Road and Shek Pai Tau Road and to prolong the flashing green period of the pedestrian traffic lights. He suggested the TD to implement the project of combining the zebra crossings first and leave the change of Tsing Yeung Circuit to one-lane traffic to the Working Group on Traffic Problems within Tuen Mun District to follow up, thereby allowing Members of that constituency to consult the residents' opinion.

47. The Chairman concurred in passing this agenda item to the Working Group on Traffic Problems within Tuen Mun District to follow up.

Working Group
on Traffic
Problems within
Tuen Mun
District

(D) Proposal to Install Traffic Lights at the Junction of Shek Pai Tau Road and Ho Wong Street
(TTC Paper No.51/2018)

48. The first proposer of the paper suggested to pass this agenda item to the Working Group on Traffic Problems within Tuen Mun District to handle.

49. Mr Ma of the TD said they would investigate the feasibility of installing traffic lights with reference to the space and safety of the road section concerned.

Action

50. To summarise, the Chairman suggested to pass this agenda item to the Working Group on Traffic Problems within Tuen Mun District to handle.

Working Group
on Traffic
Problems within
Tuen Mun
District

**(E) Proposal to Install Railings on the Footpath at Tsing Yin Street (Near Tsing Yin Garden)
(TTC Paper No. 52/2018)**

51. The first proposer of the paper said Tsing Yin Garden was popular amongst the residents, but the footpath nearby did not have railings, many residents recklessly crossed the road; so, he proposed to install railings there for the sake of the pedestrians' safety. If the TD agreed to implement this proposal, he regarded it unnecessary to pass this agenda item to the Working Group on Traffic Problems within Tuen Mun District.

52. Mr MA of the TD said they would examine the suitability of installing railings at that location and would communicate with Members of the relevant constituency.

53. To summarise, the Chairman suggested to pass this agenda item to the Working Group on Traffic Problems within Tuen Mun District to handle.

Working Group
on Traffic
Problems within
Tuen Mun
District

**(F) Proposal to Improve the Ground Platforms at the Entrances/Exits of Choy Yee Bridge Light Rail Stop
(TTC Paper No. 53/2018)**

54. The first proposer of the paper suggested to have a site visit with the MTRCL's staff and pass this agenda item to the Working Group on Traffic Problems within Tuen Mun District to follow up.

55. Ms LAM of the MTRCL said the MTRCL had carried out improvement works for the stop earlier. The MTRCL would have a site visit with with the relevant Members and would examine and follow up the matter according to Members' comments.

56. To summarise, the Chairman suggested to pass this agenda item to the Working Group on Traffic Problems within Tuen Mun District to follow up.

Working Group
on Traffic

(G) **Request for Improvement to Green Minibus Services: Introduction of Sanction Mechanism in Respect of Bus Lost Trips, Provision of Real-time Arrival Information System and Improvement to the Waiting Environment**
(TTC Paper No. 54/2018)
(Reply from Transport Department)

57. The Chairman said the TD had submitted a written reply before the meeting, which was distributed to Members on 4 July.

58. The first proposer of the paper said the written reply of the TD indicated that 70 surprise checks were conducted regarding the minibus services in Tuen Mun from January to June 2018 and that the minibuses lost trips due to the conditions of the road surface. The TD also said it would oversee the performance of the minibus operators and impose the appropriate penalties to sanction operators who did not follow the minibus time schedule or failed to provide reasonable service. She had personally gone to the Tuen Mun public transport interchange to inspect the minibus services and found that lost trips happened from time to time, three minibuses departed at the same time and no minibus pulled up to the stop for over half an hour. Her site inspections lasted for 2 to 3 hours each, during which she observed that although the average headway of the minibus met the requirements of the time schedule, the departing time of minibuses was not standardised. She reckoned that the TD should be able to discover the said problems during its regular surprise checks and should study ways of improvement. In fact, she had received many complaints from residents concerning the minibus service, which did not provide any real-time arrival information system, so she requested the TD to improve the minibus service as soon as possible.

59. Members made the following comments and enquiries:

- (i) A Member said the Green Minibus (“GMB”) service had many problems and unsatisfactory service level. Even if Members had reflected the situation many times to the TD, it only responded with a fixed answer. Up till now, the GMB service in Tuen Mun had not been improved but the TD did not have any policy to regulate it, so the Member proposed to introduce a sanction mechanism to punish the GMB operators providing unsatisfactory service. In addition, the TD regularly reported the number of warnings issued to minibus operators to the District Council (“DC”) of Yuen Long, he requested the TD to do the same with

the TMDC to have Members informed of the minibus performance;

- (ii) A Member said she often received complaints about lost trips and unpunctuality of minibuses, especially route 46A. Many passengers complained that the lost trips for this route was very serious at 2 p.m. One of the reasons was that the minibus drivers changed shift at 2 p.m. and they only refilled petrol after changing shift. Besides, some passengers complained that after a driver of the said route changed shift at Fu Tai, he would drive directly to the Tuen Mun town centre without passing the King Fung Path. Even though she had written to the TD many times to reflect the said shortcomings, the TD just replied that Heung Sze Wui Road always had traffic jam, which was merely an excuse for the minibus' delay. If Heung Sze Wui Road often had traffic jams and caused delays of the minibus schedule every day, the TD should take improvement measures as soon as possible. She viewed that only sanction measures could force the minibus operators to make improvements, so she requested the TD to set up a point deduction system; and

- (iii) A Member said every morning at 7 to 8 o'clock, there were 60 to 70 people waiting for minibus route 44A at San Wai. As far as she knew, the operator of that route was short of staff, she could not understand why under staff shortage it still started up another minibus route at Po Tin. Hence, she had requested the TD to consider providing public bus service to replace minibus route 44A, but the minibus trade said it would affect their survival. The present minibus service was simply insufficient to meet the demands of the residents going out to work. She had conducted a survey on minibus service at that 44A minibus stop and found that most passengers had to wait for half an hour or more. As the stop was an open space exposed to sunshine and rain, it was rather uncomfortable for the passengers waiting there. She reckoned that since the operator owned the franchise of that GMB route, under the lack of competition, it ignored the improvement suggestions made by the TD and Members. In addition, she had collected statistics on the number of minibuses that passed San Wai between 6:30 a.m. and 9 a.m. everyday and found that out of 40 minibuses only 5 were 19-seat minibuses. Therefore, she suggested the TD to press the operator to introduce more 19-seat minibuses to ease the passenger flow, introduce a sanction mechanism to regulate minibus operators' performance and consider opening up some of the minibus routes to a public bus company.

60. The first proposer of the paper said the performance of the minibuses was very bad, passengers and Members thus were persistently urging the TD to attend to the matter. She received many complaints everyday. Apart from problems on time schedule, some passengers complained about dirtiness (even cockroaches were found) inside the compartments. Minibus drivers were found scolding the passengers with foul language and some smoked inside the minibus. Yet, the minibus operator responded to the complaints of the residents with a fearless attitude. Therefore, she requested the TD to formulate some clear-cut sanction rules to regulate the performance of minibus operators, otherwise the aforesaid problems could not be solved.

61. Ms Cammy TSE of the TD thanked Members for their comments on the GMB service and said the TD would check the performance of minibus operators through on-site inspections; if it discovered anything improper, it would ask the operator to explain and to attend to the matter. Minibus was after all, a road transport means which had to share the road with other vehicles, so a journey might be affected by the conditions of the road surface. If the TD found that the minibuses were always blocked at certain road sections, it would discuss with the operator and make the relevant improvements. On the other hand, the TD had a mechanism to regularly assess the performance of a minibus operator, which included examining its service quality and facilities, checking whether the service was provided in accordance with the service details and keeping watch on the number of passengers' complaints. If the operator still did not make any improvement upon receipt of its assessment report, the TD would consider shortening the term of its Passenger Service Licence or even cancel the Licence. If any Member found anything unsatisfactory with any minibus route, he/she was welcome to contact the TD so that it might arrange a site inspection with the operator concerned and ameliorate the situation.

62. Members made the following comments in the second round of discussion:

- (i) A Member said minibus routes 40, 41 and 46 were operated by the same operator with the same poor quality of service. For instance, during the busy hours around 5 p.m. to 6 p.m., route 46 did not depart from the West Rail Siu Hong Station and was complained by many Members. Hence, he had submitted a discussion paper to request the TD to replace that operator but to no avail, neither had the TD taken any corresponding action like issuing a warning letter to that operator. He viewed that the TD lacked a clear policy to regulate minibus service operators and was strongly dissatisfied with the TD's response;
- (ii) A Member said she had gone to San Wai with the TD's representative to observe the queuing situation in the morning every day and concluded that facing no

competition, the minibus operator turned a blind eye on the demands of the residents. The minibus operator would allocate more vehicles to pick up passengers whenever she was present at the minibus stop, but it was impossible for her to go there everyday to supervise the operator. Therefore she again proposed the TD to open up the route to a public bus company or the residents' bus company;

- (iii) A Member said she had complained that a driver of minibus route 46A often collected garbage and put it inside the vehicle, making the hygiene condition inside the compartment awful. After complaining, that driver was transferred for a while but had reappeared recently. In addition, the minibus operator recruited drivers at a low salary, causing manpower shortage, lost trips and old age of the drivers. She also requested that before the minibus drivers changed shifts, they should refill petrol first to avoid delaying the subsequent journeys; and
- (iv) A Member enquired again whether the TD would regularly report to the TMDC about its supervision of the GMB service, such as the number of site inspections and warnings issued.

63. The first proposer of the paper said various Members had expressed their dissatisfaction with the GMB service in the district, but the reply of the TD remained vague and general. The TD just said Members were welcome to comment on the GMB service. But, she had written many times to the TD complaining about the services of GMB routes 43,140 and others, it usually took one month for the TD to give a simple reply that those services were generally up to standard. She again requested the TD to press the minibus operators to improve their services and if they did not show improvement in a short period, the TD should consider replacing them.

64. Ms TSE of the TD said the TD noted Members' comments and would consider them.

65. A Member queried why the TD did not regularly report to the TMDC about its supervision of the GMB service. He requested the TD to reply right away in this meeting and explain why it needed time to consider their comments.

66. The Chairman said the TD had already promised to consider the aforesaid suggestions and reply after the meeting.

67. A Member said the TD had not promised to give a reply.

68. A Member proposed to pass this agenda item to a Working Group.

69. The Chairman requested the TD to give a formal reply later and said it was not necessary to pass this agenda item to a Working Group.

[Post-meeting note: The TD said it would respond to questions on individual transport service including GMB service raised in discussions by Members, such arrangement applied to all the DCs of Hong Kong. Similar arrangement applied to The Working Group on Mass Transit Services under the Yuen Long DC, the TD gave it replies about the GMB services. The TD had been reporting to Members through various channels, including responding to the discussion papers in DC meetings and replying letters addressed to the TD; if necessary, on-site inspections would be conducted with Members together, followed by follow-up reports. As the existing arrangements empowered Members to grasp the service level of GMB routes and the TD's follow up actions, the TD would not consider providing any regular report on the various GMB routes. In spite of this decision, the TD already noted Members' comments and would continue to closely oversee the services of the various GMB routes, follow up any problem with the operator promptly and maintain good communication with Members.]

(H) Strong Request for Improvement to the Transport Services at So Kwun Wat
(TTC Paper No. 55/2018)
(Reply from Transport Department)

70. The Chairman said the TD had already submitted a written reply before the meeting, which was distributed to Members on 4 July by the Secretariat.

71. The first proposer gave an introduction of the paper, which is summarised as follows:

- (i) The written reply from the TD said So Kwun Wat already had many bus routes, like 252, 261B, 52X and 962. In fact, during the morning rush hours, route 252 only had two buses and routes 52X and 261B each had one, which meant that

during those hours only 4 buses departed from So Kwun Wat to urban areas;

- (ii) Residents of the housing estate Avignon at So Kwun Wat had already moved in for several years, but the TD had not provided any transport facilities for them, making the estate seem like an isolated island. Until residents gradually moved into another estate NAPA, the TD finally introduced bus route 252 in response to their demand. However, one route was simply insufficient to meet their need. The residents of Avignon only had two choices to go to urban areas, one was route 252 with only 2 buses every morning, the other was route K53 which provided service between 6:30 a.m. and 9:30 a.m. She criticised that no bus route directly reaching the NAPA was offered outside the service hours of route 252. Commensurate with the increased population of NAPA, she requested the TD to examine the overall transport demands of So Kwun Wat, increase the frequency of route 252 between the rush hours 6:30 a.m. and 9:30 a.m. and the busy hours in the afternoon, as well as extending its service hours. She also requested the TD to fulfil its pledge made in the Bus Route Planning Programme, that is by the end of 2018, route 252 would provide full day service from 6:30 a.m. to 12:30 midnight, with a frequency of every 20 minute;
- (iii) She said the residents of So Kwun Wat needed to travel to Tuen Mun, so she had been asking the MTRCL to extend route K53 to full day service all these years. Now, the population intake of several housing estates in So Kwun Wat had already completed, but the MTRCL still did not give a direct reply; so she again asked the MTRCL to extend route K53 to full day service;
- (iv) She said in recent years many new developments with more and more new buildings had been completed in So Kwun Wat, so minibus route 43 could not meet the passenger demand. The residents there requested the TD to introduce another minibus route to connect So Kwun Wat Road with the Tuen Mun town centre; and
- (v) She said the residents of NAPA had handed in a petition expressing the abovementioned demands before this meeting and requested the TD to respond about its rejection of the NAPA residents' bus service.

72. Members made the following comments and enquiries:

- (i) A Member said the Government always delayed the planning of the corresponding

transport package until the residents gradually moved into the new buildings. Building developments continuously took place in So Kwun Wat, but the TD only provided a few special bus trips for the increased population, like a dragonfly skimming over the surface of water. Even if the buildings in So Kwun Wat were mostly private, not every resident had a car, they also required public transport services. In addition, many newly developed estates with insufficient transport facilities nearby would apply for residents' bus service, but NAPA's application was rejected by the TD on the ground that there were other substitute services in its area. She pointed out that outside the operating hours of public transport services, the residents there could only walk or ride bicycles to other regions. On the other hand, the MTRCL had proposed to combine routes K53 and K58, about which she had no objection except that the services should be extended to full day service after combining;

- (ii) A Member said route 252 was like a tasteless chicken rib, something of dubious worth but one was reluctant to give up. After it was put into service, the TD said it was a substitute service and rejected NAPA's application for residents' bus service; however, route 252 did not run full-day and only had a low frequency. She said many years ago, because route K51 could not meet passengers' demand, the TD approved the application of Parkland Villas to run residents' bus service. She requested the TD to follow that example and reconsider NAPA's application. In addition, So Kwun Wat had a few primary schools; since route K53 did not run full-day, it was very inconvenient for parents to take their children to and from school. She said the MTRCL had studied about changing route K53 to run full day, but it was left unsettled, so she requested the MTRCL to reconsider it; and
- (iii) A Member said there was a TTC discussion paper about introducing a circular bus route plying between Castle Peak Road, BBI, So Kwun Wat and Tuen Mun town centre in response to the demand of passengers around So Kwun Wat. Over the years, the residents of So Kwun Wat only relied on the limited service of route K53 or else they had to walk to the Hong Kong Gold Coast for taking a public bus or minibus. The housing estates Avignon and NAPA in So Kwun Wat were already occupied by residents and later on other housing estates would be completed too, so he requested the TD to change route 252 into the aforesaid circular route or directly start a new circular route and provide full day service, so as to fulfil the basic transport need of the residents before the extension of route K53 to full day service and the approval of NAPA's application for residents' bus.

73. The Chairman said ever since the full day service of route 962 was cancelled, he had been asking the TD and The Kowloon Motor Bus Company (1933) Limited (“KMB”) to introduce a full day circular route. Although the TD and KMB had promised to open route M61 to meet the transport demand of the people around So Kwun Wat, it was not implemented; subsequently they commenced route 252 but it only ran a few trips, so he was not satisfied about it. In addition, the application for residents’ bus service was handled by the TD, it had nothing to do with the bus company. The TD was supposed to consider the application in accordance with the traffic conditions of the surrounding areas of the applicant estate and he requested the TD to deal with the application according to the set procedures. Furthermore, various property developments along the Castle Peak Road would be gradually completed and the widening works of Castle Peak Road could not commence due to legal proceedings, so he requested the TD to first improve the roundabout at Tsing Ying Road. He requested the TD and KMB to refer to the above comments and smoothen the transport service of that area. He also requested the MTRCL to explore ways of improving the service of route K53.

74. The first proposer of the paper said this agenda item was about the public transport at NAPA and its application for residents’ bus service. The TD used the excuse that there were other public transport services in the vicinity of NAPA to reject its application for residents’ bus service. She had just explained in detail how insufficient the transport services in that area was and considered such excuse unacceptable. She learned from the TD’s representative about NAPA’s application for review, so she enquired how long it would take for the TD to finish the review and when it would give NAPA a formal reply.

75. Mr Damon LEUNG of the TD said they had been closely monitoring the public transport conditions around the So Kwun Wat Road and taking the corresponding actions, including extending the journey of the special service of the KMB route 52X to depart from So Kwun Wat in August 2017, introducing the special service of KMB route 261B plying between So Kwun Wat and Tsimsatsui in September 2017 and commencing Citybus route 962E going to Hong Kong Island in early January 2018. In addition, in the Bus Route Planning Programme of 2018-2019, the TD and KMB proposed to run route 252 which was previously called M61 and in response to the community development of So Kwun Wat, the KMB had already allocated resources and started the relevant service on 25 June 2018, which was over half a year earlier than the date originally planned. Furthermore, the Bus Route Planning Programme had confirmed to add the special services of KMB route 252X plying between So Kwun Wat and Lam Tin Station and route 261B departing from So Kwun Wat. The TD would continue to closely monitor the public transport service around

the So Kwun Wat Road to tie in with population growth. Regarding NAPA's application for residents' bus service, the TD had earlier received the said application from NAPA and the bus operator. The TD had examined it according to the set principles and had notified the bus operator of the result. The TD was currently handling the review submitted by the applicant and upon completion of the procedures, the TD would inform the operator of the result as soon as possible.

76. The Chairman said he had all along requested the TD to start a full day circular route to serve the residents along the Castle Peak Road, but route 252 recently introduced by the TD could only serve some housing estates like Avignon and NAPA and was insufficient to meet all demands, so he urged the TD to reconsider and examine his proposal.

77. The first proposer of the paper said the TD replied that it had already examined NAPA's said application according to the set principles. She had studied the TD's policy on residents' bus service and reckoned that NAPA's application met all the requirements of the policy. Moreover, another housing estate near NAPA was already granted approval by the TD for having residents' bus service, so she opined that the TD was unfair to NAPA. Once more, she asked the TD to reply on the time needed to review NAPA's application.

78. Mr LEUNG of the TD responded that the TD and bus company would study the feasibility of operating a circular bus route at the Castle Peak Road. In addition, the TD would independently consider each individual application for residents' bus service according to the set principles. It was inappropriate for the TD to disclose the details of any application but when the procedures were complete, it would notify the operator of the result as soon as possible.

79. The first proposer of the paper said as NAPA had already fulfilled the policy requirements of residents' bus service, she could not understand why the TD still did not approve its application. Hundreds of owners of NAPA had signed a letter to ask the TD to reconsider the said application and she requested Members to help urging the TD to approve it. In addition, she considered the time taken for handling an application for residents' bus service as merely an ordinary procedure and requested the representative of the TD to provide supplementary information after the meeting.

(L) **Request the KMB to Arrange the Special Trip of Route No. 61M to Depart from Handsome Court in the Morning Peak Hours**
(TTC Paper No. 56/2018)

(Reply from The Kowloon Motor Bus Company(1933) Limited)

80. The Chairman said the KMB had already submitted a written reply before the meeting, which was distributed to Members on 4 July by the Secretariat.

81. The first proposer of the paper said route 61M had too many intermediate stops and with the frequent road congestion, its lost trip rate was high. She went frequently to the Castle Peak Road to observe the operation of buses and learned that many parents took their children by private cars to the Harrow International School Hong Kong (“Harrow”), causing frequent traffic jams on the Tsing Ying Road and lost trips of many bus routes. Among the many affected routes, route 61M had the highest lost trip rate. She reckoned the main reason being that the route had too many intermediate stops and could easily be affected by the traffic conditions, so she proposed the KMB to arrange for 2 to 3 trips of route 61M to depart from Handsome Court, in a bid to respond to the demand of passengers of the Tuen Mun East and Castle Peak Road.

82. Mr Kelvin YEUNG of the KMB said they noted the above comments and would study with the TD about resource allocation and then communicate with the first proposer of the paper.

83. A Member said if route 252 could be extended to a full day circular route to connect the Tuen Mun town centre, So Kwun Wat, Castle Peak Road and BBI, it would help solve the inadequacy of route 61M during peak hours. He requested the TD and KMB to seriously consider the above comments and solve the transport problems of that area.

84. The Chairman requested the KMB to reply whether it would start a circular route service.

85. Mr YEUNG of the KMB said they introduced route M61 with mid-sized single-deck buses to serve the areas around So Kwun Wat Road in accordance with the proposals of the Public Transport Strategy Study published in 2017. Subsequently, they listened to Members’ opinion and changed the number M61 to 252 to avoid confusing with route 61M. The KMB already purchased mid-sized single-deck buses for that route and planned to begin its operation in the 4th quarter of 2018 or the 1st quarter of 2019. In response to Members’ comments and passengers’ demand, the KMB had allocated resources to commence route 252 earlier. Furthermore, the KMB kept an open mind on the introduction of a full day circular route at the Castle Peak Road and would discuss the relevant proposal with the TD.

86. The Chairman said he had requested to have a full day circular route at the Castle Peak Road as early as 2012, now route 252 could not satisfy all the transport demand of the region, so he urged the KMB to study his proposal as soon as possible.

(M) **Request for Improvement to the Road Safety at Tai Lam Chung**
(TTC Paper No. 57/2018)

87. One of the proposers of the paper said earlier the Chairman, the representative of the TD and he went to Tai Lam Chung for a field inspection. As the population of Tai Lam Chung Village was increasing, with a correctional service facility in the vicinity and a growing number of people hiking or biking there, the traffic volume was growing day by day. Tai Lam Chung witnessed a growing number of road users. As the narrow road did not impose any speed limit, the vehicles passed there at high speed; therefore, he requested the TD to improve the design of that road section to keep the pedestrians safe.

88. Mr Rex WONG of the TD responded that they had sent staff to inspect that road section and found that it had a single-lane two-way warning sign to warn drivers, as well as other signs like “Beware of children” and “Slow down”. Despite that, after studying, the TD proposed to install additional road markings and traffic signs at certain positions to further remind drivers to slow down in accordance with different situations and would issue work orders to the relevant department. This paper also proposed to set up a slow down zone on that road section, but as private roads were not managed by the TD, it could not help in this respect. Generally speaking, the TD would use road markings and traffic signs against the speeding of vehicles on public roads.

89. The Chairman requested the TD to follow up on the relevant work progress.

Transport
Department

(N) **Request for Handling the Problem of Traffic Order at Castle Peak Road-Tsing Ying Road Roundabout**
(TTC Paper No. 58/2018)

90. Mr WONG of the TD said the HyD planned to widen the Castle Peak Road to catch up with the development of Tuen Mun East, including making use of the open space near the Castle Peak Bay Immigration Centre for widening the Tsing Ying Road roundabout to meet the growth in traffic flow in the future. As the judicial review of the widening of Castle Peak Road was still underway, the widening of the roundabout could not commence as planned. In fact, the TD had made improvements to the Tsing Ying Road roundabout, like changing the entrance/exit of the Kowloon direction from one lane to two lanes to enhance the operation efficiency. In the long term, the TD reckoned that the widening of

Castle Peak Bay at Castle Peak Road (changing the traffic at the road section near Sam Shing Estate to Hong Kong Gold Coast two lanes for each direction) and the widening of the Tsing Ying Road roundabout would be able to meet the traffic growth brought by the developments along the Castle Peak Road. The TD and HyD would closely watch the progress of the judicial review of the Castle Peak Road widening project.

91. The Chairman, also the first proposer of the paper said the TD should widen the Tsing Ying Road roundabout to the open space near the Castle Peak Bay Immigration Centre before the widening project of the Castle Peak Road could commence.

92. A Member said the Castle Peak Road was constantly jammed mainly because many private cars drove to Harrow to pick up students before and after school, making the Castle Peak Road jammed at certain hours in the morning and afternoon. Of course, during festivals, many cars outside the district would go by the Castle Peak Road to the Sam Shing Street for seafood and caused traffic congestion at that section of road. To alleviate the traffic congestion caused by private cars as mentioned, she had suggested that Harrow asked its students to commute by school bus, which was accepted by the TD. The TD had given its professional opinion to the Education Bureau. She had enquired the Education Bureau how it would handle the matter, but the Bureau had not given any concrete reply yet. So, she requested the TD to tell its plan about the consultation with the Education Bureau on arranging Harrow students to take the school bus.

93. Mr WONG of the TD said they had a meeting with the Education Bureau and Harrow in April 2018 to discuss the problem of traffic jam on the Tsing Ying Road. In the meeting, they pointed out that the current traffic improvement measures taken by Harrow were not effective in easing the traffic jam of the Castle Peak Road and reflected that the the service contract renewal between the Education Bureau and Harrow would include a term that it was compulsory for students to take the school bus. The Education Bureau then asked Harrow to submit a transport assessment report, which was to be examined by the TD and then passed to the Education Bureau for consideration. Harrow had agreed but the TD still had not received its assessment report.

94. A Member said there were one bus stop in front of and one behind the Tsing Ying Road roundabout, and during the morning and afternoon peak hours, two buses pulled up to the stops at the same time, causing traffic congestion at the roundabout. Therefore, he suggested the TD to widen the said bus stops so that when the buses pulled up they would not cause jamming at the roundabout to affect the traffic flow. He said the judicial review of the Castle Peak Road case had gone on for over 2 years, so he requested the TD to take

other improvement measures first.

95. A Member said the TD had been earnestly following up the traffic jam at the Castle Peak Road caused by Harrow in recent years. However, since the TD had already given its opinion to the Education Bureau, she could not understand why the latter still required a private school to conduct a transport assessment by itself. As Harrow would renew its service contract with the Education Bureau in 2 years, she requested the TD to take the corresponding follow up action as soon as possible.

96. A Member said the TD as a professional department on transport, had already given its opinion, he/she could not understand why the Education Bureau asked the school to conduct a transport assessment instead.

97. The Chairman said the TD should first make improvements to the Tsing Ying Road roundabout, including the nearby bus stops.

98. A Member said many drivers viewed that the Tsing Ying Road roundabout was not well designed, so he requested the TD to respond whether it would widen the roundabout and improve the bus stops there.

99. Mr WONG of the TD said they had already made improvements to the Tsing Ying Road roundabout, like changing some traffic from one lane to two lanes to facilitate the buses to pull up to the stops and smoothen the traffic flow. Due to restrictions of the land lot concerned, the TD must wait for the close of the abovementioned judicial review and could not do anything now.

100. The Chairman summarised that the Tsing Ying Road roundabout was not well-designed in the first place, the TD should take up the responsibility to improve it and not wait until the close of the said judicial review. He suggested to pass this agenda item to the Working Group on Traffic Problems within Tuen Mun District to follow up.

Working Group
on Traffic
Problems within
Tuen Mun
District

(O) **Request for Speedy Implementation of the Widening of Castle Peak Road - Castle Peak Bay Section, Tuen Mun**
(TTC Paper No. 59/2018)

101. The Chairman, who was also the first proposer of the paper, said as the judicial review of the widening project of the Castle Peak Road was still underway, he suggested to pass this agenda item to the Working Group on Traffic Problems within Tuen Mun District,

which was accepted by the TTC.

V. Reporting Items

(A) Reports by Working Groups

Progress Reports of Working Groups as at 30.6.2018

(TTC Paper No.60/2018)

Working Group on Tuen Mun External Traffic

102. Members noted the paper.

103. A Member said the demand for route 62X plying between Tuen Mun South-east and Kwun Tong was great, but it did not run at non-busy hours, during which hours route 259D acted as its substitute, so she had all along requested the TD to extend the service hours of route 62X to full day. The TD had in 2016 proposed to extend route 62X to full day service and was endorsed by TTC, but it was subsequently withdrawn. She again requested the TD and KMB to extend the said route to full day service, otherwise she might consider to complain to the Office of the Ombudsman, Hong Kong.

104. The Chairman requested the above working group to continue to attend to the matter and announced that the above report of the working group was endorsed.

Working Group
on Tuen Mun
External Traffic

Working Group on Traffic Problems within Tuen Mun District

105. Members noted the paper.

106. As Members did not give other comments, the Chairman announced that the above report of the working group was endorsed.

Working Group on Improvement to Footbridge Facilities in Tuen Mun District

107. Members noted the paper.

108. As Members did not give other comments, the Chairman announced that the above report of the working group was endorsed.

(B) Report by the Transport Department

(TTC Paper No.61/2018)

109. Members noted the paper.

VI. Any Other Business and Date of Next Meeting

110. There being no other business, the meeting ended at 1:36 p.m. The next meeting would be held at 9:30 a.m. on 21 September 2018 (Friday).

Tuen Mun District Council Secretariat

Date: 14 August 2018

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