

Minutes of the 7<sup>th</sup> Meeting of  
the Traffic and Transport Committee (2018-2019) of  
the Tuen Mun District Council

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Date : 16 November 2018 (Friday)

Time : 9:31 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	9:31 a.m.	End of meeting
Mr YIP Man-pan (Vice-chairman)	TMDC Member	9:31 a.m.	12:43 p.m.
Mr LEUNG Kin-man, BBS, MH, JP	TMDC Chairman	9:31 a.m.	End of meeting
Mr LEE Hung-sham, Lothar, BBS, MH	TMDC Vice-chairman	9:31 a.m.	End of meeting
Mr KWU Hon-keung	TMDC Member	9:42 a.m.	11:59 a.m.
Mr TO Sheck-yuen, MH	TMDC Member	9:31 a.m.	End of meeting
Mr CHU Yiu-wah	TMDC Member	9:31 a.m.	12:26 p.m.
Ms KONG Fung-yi	TMDC Member	9:31 a.m.	End of meeting
Mr NG Koon-hung	TMDC Member	9:31 a.m.	10:46 a.m.
Mr CHAN Yau-hoi, BBS, MH, JP	TMDC Member	9:31 a.m.	End of meeting
Ms WONG Lai-sheung, Catherine	TMDC Member	9:31 a.m.	End of meeting
Ms HO Hang-mui	TMDC Member	9:31 a.m.	End of meeting
Mr LAM Chung-hoi	TMDC Member	9:31 a.m.	12:42 p.m.
Mr TSUI Fan, MH	TMDC Member	9:31 a.m.	End of meeting
Ms CHING Chi-hung	TMDC Member	9:31 a.m.	End of meeting
Ms LUNG Shui-hing, MH	TMDC Member	9:31 a.m.	End of meeting
Mr CHAN Man-wah, MH	TMDC Member	9:31 a.m.	End of meeting
Mr CHAN Manwell, Leo	TMDC Member	9:31 a.m.	End of meeting
Mr CHEUNG Hang-fai	TMDC Member	9:47 a.m.	11:53 a.m.
Ms CHU Shun-nga, Beatrice	TMDC Member	9:31 a.m.	End of meeting
Mr TSANG Hin-hong	TMDC Member	9:31 a.m.	End of meeting
Mr MO Shing-fung	TMDC Member	9:31 a.m.	End of meeting
Mr KAM Man-fung	TMDC Member	9:34 a.m.	End of meeting
Mr YEUNG Chi-hang	TMDC Member	9:31 a.m.	End of meeting
Mr YAN Siu-nam	TMDC Member	9:31 a.m.	End of meeting
Mr TAM Chun-yin	TMDC Member	9:31 a.m.	End of meeting
Mr CHAN Wai-ming	Co-opted Member	9:31 a.m.	12:43 p.m.
Mr James CHAN	Co-opted Member	9:31 a.m.	10:52 a.m.
Mr IP Pak-wing	Co-opted Member	9:31 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. LOK Yu Fat	Engineer 10/Transport Planning, Transport Department
Mr. HO Chi Ping	Senior Marine Officer/Ferry Terminals, Marine Department
Mr. CHEUNG Kwan Fai	Marine Officer/Ferry Terminals, Marine Department
Mr. LAW Yiu-wah, Rayson	Planning and Support Officer I, Long Win Bus Company Limited
Ms Annie LAM	Assistant Public Relations Manager – External Affairs, MTR Corporation 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 Duties 2, Transport Department
Miss CHING Hoi Ying, Janet	Engineer/Housing & Planning/New Territories West, Transport Department
Mr. NG Ho Leung, Jacky	Engineer/Tuen Mun North, 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. Mr. TAM Ying Fan, Barry	District Engineer/Tuen Mun (West), Highways Department
Mr. CHAN Yuen heng, Jason	Engineer/15 (West), Civil Engineering and Development Department
Mr TAM Kwok Leung	Administrative Assistant/Lands (Atg.) (District Lands Office, Tuen Mun), Lands Department
Mr Stephen WAN	Manager, Projects, The Kowloon Motor Bus Co. (1933) Ltd
Mr Brian LAM	Assistant Operations Manager, Citybus
Mr. LEUNG Tsz Hong, Billy	Assistant District Officer (Tuen Mun)2, Home Affairs Department

### Absent

Ms SO Ka-man	TMDC Member
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**I. Opening Remarks**

The Chairman welcomed all to the 7<sup>th</sup> meeting of the Traffic and Transport Committee (“TTC”) (2018-2019).

2. 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 Standing Orders, decide whether the Member who had declared the 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**

3. The Chairman said that Ms SO Ka-man gave birth to a baby some time earlier and needed a rest so she applied to the TTC for leave of absence and sought approval from the TTC. As Members did not have any objections, the Chairman announced that Ms So’s application for this absence was approved by the TTC.

4. The Secretariat reported that it had not received any other applications by Members for leave of absence.

**III. Confirmation of Minutes of the 6<sup>th</sup> Meeting (2018-2019)**

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

**IV. Discussion Items**

**A. Proposal for Lifting Existing Bicycle Prohibition Zones in Tuen Mun District (TTC Paper No. 78/2018)**

6. The Chairman welcomed Mr LOK Yu-fat, Engineer 10/Transport Planning of the Transport Department (“TD”) to the meeting.

7. Mr LOK of the TD said that the department commenced a four-year transport study in 2013 to examine the bicycle parking spaces and other complementary facilities in new towns and new development districts and review the existing 105 bicycle prohibition zones in Hong Kong. After the review, the Consultant proposed lifting 16 of the prohibition zones and 3 were located in the Tuen Mun District. Mr LOK introduced the details concerned by PowerPoint (see annex 1).

8. Members made comments and enquiries on this agenda item as follows:
- (i) A Member said that the gradient of the southbound section of the flyover link north of the Siu Hong Station was very high with a lot of traffic flow. As the department had not lifted the northbound section at the same time for cyclists to come back, the road section should not be lifted at this stage or there would be accidents easily. He also worried that a large number of bicycles would be parked illegally outside the Siu Hong Station after the road section concerned was lifted. Therefore, he had reservations on the department's proposal;
  - (ii) A Member said that the department proposed to lift the southbound section of the flyover link north of the Siu Hong Station but keep the northbound section as a bicycle prohibition zone. This meant that cyclists could go to the Siu Hong Station only but not come back. He worried that after the measure concerned was implemented, some cyclists would take risks by entering the northbound section to come back. As there were bus stops and taxi stands at the section, he enquired what measures the department would take to protect the cyclists' safety;
  - (iii) A Member said that before lifting the bicycle prohibition zone, the TD should consider the vehicular flow, velocity of cars, gradient and complementary facilities such as bicycle parking spaces in the road section first to avoid causing chaos or danger after the measure was implemented. Besides, residents in Tuen Mun seldom used bicycles for last trip connection so she hoped that the department could examine again whether the road section should be lifted;
  - (iv) A Member said that the Castle Peak Road was a trunk road in the Tuen Mun District with very high vehicular flow. As the cyclists' sense of road and driving skills varied, he worried that lifting the bicycle prohibition zone would cause certain danger so he hoped that the TD would reconsider the proposal concerned. In fact, there were many traffic accidents which happened in the Tuen Mun District involving bicycles. He suggested that the TD should work out a bicycle licensing system to ensure that only qualified cyclists could ride in the roads;
  - (v) A Member enquired whether they contravened the law if cyclists did not comply with the signs to stop or slow down. Moreover, he said that the department concerned needed to have stringent regulation on the citizens' use of bicycles. Otherwise, there would be chaos and accidents easily. If the TD could not

introduce regulatory policy at the same time, the department should not lift the road section concerned; and

- (vi) A Member said that drivers of private cars would feel danger when cyclists moved past them when they were driving. Therefore, he did not understand why the department proposed to lift the road section concerned. He said that this could not protect the safety of road users so he had objection to the proposal concerned. The department should optimise the network of cycle tracks as soon as possible instead. For example, the cycle tracks should be extended to major housing estates or railway stations so that cyclists could go to major traffic interchanges.

9. The Chairman said that many Members had objections to lifting the bicycle prohibition zone so he urged the TD to consider the comments prudently.

10. Mr LOK of the TD replied that the department commenced the study in 2013 to examine the bicycle parking spaces and the facilities concerned in new towns. The TD had also increased about 130 bicycle parking spaces in the Tuen Mun District for the past two years and would further increase about 300 parking spaces. The TD would also consider to examine the feasibility of providing additional parking spaces at the public transport interchange north of the Siu Hong Station together. Besides, as the core safety factors for the northbound section of the flyover link north of the Siu Hong Station failed to meet the standard, it was proposed not to lift the road section concerned after the study. However, the department would increase the height of the railings in the southbound and northbound sections of the road to 1.5 metres to protect the cyclists' safety.

11. The Chairman said that most Members did not agree with the proposal concerned so the TD should study other proposals to improve the complementary facilities for bicycles again.

12. Members made the second round of comments on this agenda item as follows:

- (i) A Member said that the TD needed not lift the bicycle prohibition zones. Instead, they should optimize the network of cycle tracks as soon as possible. He reiterated that the TD should consider to work out a bicycle licensing system and regulate it with demerit points system;
- (ii) A Member said that there was limited space for riding bicycles in the flyover link north of the Siu Hong Station. There would be little use even if the

department provided additional bicycle parking spaces at that location. It might even affect the landscape and cause obstructions to access. Moreover, cyclists might not comply with the traffic rules completely so he reiterated that he had reservations on the department's proposal; and

- (iii) A Member said that the Whitehead Roundabout in Tai Po had been opened to bicycles and became a hot spot for the cyclists to practise riding bicycles. Therefore, he worried that the department's proposed locations would become cycling practice areas after they were lifted. Besides, he enquired about the reason why the department lifted the bicycle prohibition zones.

13. The Chairman concluded that Members did not agree with the proposal concerned. The TD should reconsider other proposals to improve the complementary facilities for bicycles.

**Matters Related to the Proposal to Open Up the Vacant Area at the Junction of Wong Kong Wai Road and Man Chat Road under the Bridge of Hong Kong-Shenzhen Western Corridor for the Use of Temporary Car Park (TTC Paper No. 79/2018)**

14. The first proposer of the paper said that although some of the housing estates in rural areas in Tuen Mun had car parks, there was still a shortage of parking spaces in the areas on the whole. The Working Group on Traffic Problems within Tuen Mun District paid a site visit to the areas at night some time earlier and learned that shortage of parking spaces had caused serious problem of illegal parking. In fact, there were many vacant areas under the bridge of the Hong Kong-Shenzhen Western Corridor. Although the TD had recently implemented the provision of 16 parking meters in Man Chat Road, the supply still fell short of demand. Therefore, the department and the Tuen Mun District Lands Office should consider to re-designate the vacant areas as parking spaces through short-term tenancy so that the sites could be used to the best.

15. Mr TAM Kwok-leung of the Tuen Mun District Lands Office said that the department had recently agreed with the TD's provision of 16 parking spaces in Man Chat Road. If the TD made other similar applications, the department would also handle in the same way based on the latest situations.

16. Mr NG Ho-leung of the TD said that generally speaking, the number of parking spaces would be decided according to the Hong Kong Planning Standards and Guidelines and the traffic conditions in the neighbourhood of the development project. The

department would include the requirements for the number of parking spaces in the land lease to ensure that the number of parking spaces in the development project could meet the parking needs that it would bring. As far as the parking spaces in the vicinity of Lam Tei was concerned, the department had paid site visits to different locations with the councillors of the constituency concerned to study the feasibility of increasing parking spaces. The department also implemented the provision of 16 parking spaces in Man Chat Road and issued works orders to the HyD. Moreover, the department would continue to maintain communications with the police to combat illegal parking.

17. The Chairman suggested that the TD should report on the progress concerned directly to the councillor of the constituency concerned.

18. The first proposer of the paper suggested paying a site visit to the Hong Kong-Shenzhen Western Corridor and passing this agenda item to the Working Group on Traffic Problems within the Tuen Mun District to follow up.

19. The Chairman said that the above working group had many agenda items to follow up so there was no need to pass the agenda item to the working group. He requested the TD to report on the progress of this agenda item directly to the councillor of the constituency concerned.

TD

- C. **Repeated Request for Expedious Planning for Public Transport Services between Tuen Mun and Places such as the Airport, Tung Chung, Macao and Zhuhai via Chek Lap Kok Link**  
(TTC Paper No. 80/2018)  
(Reply from Transport Department)
- Repeated Proposal for Lower Fares for Buses Running on Tuen Mun – Chek Lap Kok Link**  
(TTC Paper No. 83/2018)  
(Reply from Transport Department)

20. As the contents of the above agenda items were related, the TTC agreed to discuss them together. The Chairman said that the TD had submitted a written reply before the meeting and the Secretariat distributed the written reply to Members on 14 November 2018.

21. The first proposer of the Paper No. 80/2018 said that the paper requested the department in charge of the transport services and planning of the Northern Link of the Tuen Mun Chek Lap Kok Link to send a representative to attend this meeting. However,

the TD did not send any officer concerned to attend this meeting so he expressed regret for this. In fact, the above agenda item had been discussed many times since July 2016 but the department had not provided explanations about the information concerned so far. On the other hand, the Hong Kong-Zhuhai-Macao Bridge was opened and the Northern Link of the Tuen Mun Chek Lap Kok Link (the “Link” ) would open in two years so he hoped that the TD could provide explanations about the details of transport services and planning as soon as possible after the Link was opened;

22. The first proposer of the Paper No. 83/2018 said that the Link would drastically cut the distance between Tuen Mun and the Lantau Island. As the route of the airport bus route E was circuitous and the fares of route A were high, he hoped that the airport buses of both route A or route E could travel via the Link and the fares would be reduced in light of the shorter distance after the Link was opened. As the adjustment of bus fares would be subject to the contract between the franchised bus company and the TD and needed to be approved by the Executive Council, he hoped that the TD could provide explanations about the details as soon as possible so that Members could make comments.

23. The Chairman said that bus fares would be decided according to the distance of the trips. The distance between Tuen Mun and the airport would be shortened after completion of the Link so it was believed the TD would study the fare reduction of airport buses with the bus companies.

24. The first proposer of the Paper No. 80/2018 said the written reply from the TD pointed out that the launch of new public transport from the Northern Link of the Tuen Mun Chek Lap Kok Link to the airport and Tung Chung would cause an overlap of services and the current public transport network and resources would not be used properly. On this, he enquired the department whether the airport buses routes A and E would continue to go to the airport via the Tsing Ma Bridge after the Link was opened.

25. The Chairman said it was believed that the bus companies would not take a detour of a longer road for the airport deliberately. Besides, the Link would open in two years so the TD should provide explanations about the arrangements of its transport services as soon as possible.

26. A Member said that she did not want the TD to submit a consultation paper rashly before the imminent opening of the Link, thus making the TMDC fail to have full discussion of the proposal. She estimated that after the Link was opened, the distance



between Tuen Mun and the airport would be shortened and the fares should be reduced accordingly. Therefore, she requested the TD to conduct consultation on the arrangements concerned as soon as possible.

27. Mr Damon LEUNG of the TD said that generally speaking, the TD would invite franchised bus companies to submit proposals for the provision of bus services by tenders and select the best operator when there was a new development district or new cross-boundary infrastructure project in which it was expected that there would be a large number of populations. According to the information of the HyD, it was estimated that the Northern Link of the Tuen Mun Chek Lap Kok Link would be completed in 2020. The TD had provided the information concerned to the franchised bus companies and requested them to study the network of new routes and submit proposals on the public transport project concerned for the change of services concerned. Upon receipt of the proposals submitted by the bus companies, the TD would consider thoroughly and consult the district councils in the next year. Moreover, the fare schedule specified the maximum level of fares that individual routes were allowed to charge by the franchised bus companies and the department would ensure that the fares charged by the bus companies would comply with the fare schedule.

28. Members' comments on the agenda item were as follows:

- (i) A Member said this agenda item had been discussed for many times and the TD had yet provided explanations about the details. She suggested that the agenda item should be discussed or passed to the Working Group on Tuen Mun External Traffic;
- (ii) A Member said that according to experience, the TD would not consult district councils until they had finalised the details of services with the bus companies. As time was pressing, the district councils would find it difficult to put forward revisions. Otherwise, the services concerned could not be implemented on schedule. Bus route No. P960 was a notable example. Therefore, she hoped that the TD could provide explanations as soon as possible about the details of the transport services and planning for the Link in future so that Members could make comments early. She said that the Hong Kong-Zhuhai-Macao Bridge was opened some time earlier. As the transport planning before the opening of the bridge was too rash, the traffic in the Tung Chung District was very chaotic. Therefore, she did not want a recurrence of the situation concerned after the Link was opened. She also suggested passing this agenda item to the Working Group on Tuen Mun

External Traffic to follow up; and

- (iii) A Member said that the Link would open in 2020 but so far the TD had not provided any explanations about the details so he was very dissatisfied. He said that the TTC could continue to discuss this agenda item before considering to pass it to the Working Group on Tuen Mun External Traffic to follow up.

29. The Chairman said that the TTC would continue to discuss this agenda item. He requested the TD to provide the preliminary transport services and planning information of the link at the next meeting, e.g. bus route arrangement and fares. Based on the circumstances, the TD would decide whether to pass it to the working group to follow up.

30. A Member said that the TD provided the information concerned of the Link to the bus companies some time earlier for their study and reference. He suggested requesting the department to submit the information concerned to Members together for their perusal.

31. The Chairman agreed with the Members' suggestion above.

**(D) Request Again for the Construction of Tuen Mun to Tsuen Wan Link**  
**(TTC Paper No. 81/2018)**  
**(Reply from Transport and Housing Bureau)**  
**(Reply from MTR Corporation Limited)**

32. The Chairman said that the Transport and Housing Bureau ("THB") and the MTR Corporation Limited ("MTRCL") had submitted written replies before the meeting and the Secretariat distributed the written replies to Members on 14 and 15 November 2018 respectively.

33. The Chairman, also the first proposer of the paper, said that many residents in Tuen Mun asked the government to build a coastal railway link between Tuen Mun and Tsuen Wan ("Tuen Mun to Tsuen Wan Link"). The TMDC had also raised this request for many times but the government had not considered it so far. In fact, the TMDC and the TWDC conducted a joint study on the feasibility of building the Tuen Mun to Tsuen Wan Link many years ago and gave the finding to the department concerned as reference. So far, the THB had given a written reply that the request concerned had to be considered together with the Lantau Tomorrow Vision, which was really a waste of

time. He said that railway was an important link between Tuen Mun and the urban area, and the Tuen Mun to Tsuen Wan Link could straighten out the traffic conditions in the Tuen Mun District. Therefore, he suggested passing this agenda item to the Working Group on Development and Planning of Tuen Mun District to follow up in the long run.

34. Members made comments on the agenda item, which were summarised as follows:

- (i) A Member said that the Castle Peak Road was often congested so Members suggested building a link to the Tuen Mun Road to ease the traffic in other agenda items. In recent years, there had been new development projects completed in the Castle Peak Road. With the increase of populations, it was expected that the residents' demands for railway would go up. If the government implemented the Tuen Mun to Tsuen Wan Link, it could not only ease the congestion in the Castle Peak Road, but also facilitate the residents in the Tuen Mun South such as Sam Shing Estate, Siu Lun Court and Tsui Ning Garden going to the urban area in line with the development in Hung Shui Kiu in future. Therefore, the Tuen Mun to Tsuen Wan Link was nothing but beneficial to the traffic conditions in the Castle Peak Road and Tuen Mun as a whole so he supported the construction of the Tuen Mun to Tsuen Wan Link, hoping that the government would reconsider the suggestion concerned;
- (ii) A Member said that the TMDC had studied the construction of the Tuen Mun to Tsuen Wan Link together with the TWDC. The study report proposed the construction of an elevated railway along the coast off the Castle Peak Road but the government rejected the proposal concerned, saying that the residents who lived along the coast had objections. Therefore, he suggested the development of the Tuen Mun to Tsuen Wan Link by underground railway to increase the opportunity for the proposal to be accepted by the government. Moreover, with the imminent opening of the Tuen Mun Chek Lap Kok Link and the commencement of the Tuen Mun Bypass soon coupled with the Lantau Tomorrow Vision and the completion of the Hung Shui Kiu Development District, the Tuen Mun to Tsuen Wan Link could be developed into a major hub connecting different districts. Besides, the Tuen Mun District could be upgraded as a development core between China and Hong Kong becoming a bridgehead in the Greater Bay Area. As the Secretary for Development would pay a visit to the TMDC, he hoped that Members could relay the comments concerned to the Development Bureau; and

(iii) A Member said that the written reply from the THB was still based on the Railway Development Strategy 2014 but the Development Bureau continued to sell lands and build houses. Coupled with the continuous development of the Tuen Mun District and the Chief Executive's proposal of the Lantau Tomorrow Vision, the current and future traffic conditions in the Tuen Mun District were totally different from those in 2014. He said that no matter whether the Tuen Mun to Tsuen Wan Link was built by elevated or coastal railway, the government needed to implement the proposal early to ease the problem of traffic congestion in the Tuen Mun District and the Tsuen Wan District in future. On the study of the TMDC and TWDC many years ago, he said that the Consultant that the government often commissioned had not been appointed so the study report was rejected by the government.

35. The Chairman said that to show impartiality, the above report was not prepared by the Consultant that the government often commissioned.

36. A Member said that the Tuen Mun District had been developing and the population was increasing so the loading of the West Rail was very heavy. However, the government did not make corresponding planning or provide complementary facilities for the housing project developments in the district. For example, there were a shortage of parking spaces in the Yan Tin Estate which was just completed this year. Therefore, the department concerned should be well prepared and implement the construction of the Tuen Mun to Tsuen Wan Link as soon as possible in line with the traffic development in the district. Besides, she said that the Tuen Mun to Tsuen Wan Link and the Lantau Tomorrow Vision were two separate projects so the Development Bureau should not mix them up.

37. A Member said that there would be a major increase of populations at Wang Chow in Yuen Long and Hung Shui Kiu. Relying on the West Rail and the Tuen Mun Road could hardly meet the demands for traffic going to urban areas during the peak hours. As there were more and more developments along the Castle Peak Road, the government needed to implement the Tuen Mun to Tsuen Wan Link as soon as possible and should not consider it with the Lantau Tomorrow Vision together.

38. The Chairman asked Members to consider whether to write to the THB to relay the above comments.

39. A Member said that as the THB had submitted a written reply, action should

be escalated by writing to the Chief Secretary for Administration.

40. As Members did not have any objections, the Chairman said that the TTC would write to the Chief Secretary for Administration to relay Members' comments.

Secretariat

(Post-meeting note: the letter concerned was sent on 8 January 2019.)

(E) **Develop Tuen Mun Road Bus-Bus Interchange and its Surrounding Area**  
**(TTC Paper No. 82/2018)**

41. The Chairman, also the first proposer of the paper, said that since the opening of the Tuen Mun Road Bus-Bus Interchange ("Interchange") in 2012, the number of passengers using the service had increased from 12,000 to 42,000 every day. This reflected that the demands had almost reached the maximum capacity of the Interchange. As the vehicles entering and exiting the Interchange were often obstructed, it was suggested that the surrounding area of the Interchange should be developed.

42. Mr Rex WONG of the TD said that the TD had not received any plan or information on the development of the Interchange or its surrounding area for the time being. If there was any major development project at that location, its implementation department or developer would need to submit a traffic assessment report to assess the impact on the Interchange and its surrounding area after completion together with the provision of improvement measures. The department would provide proper advice and review the need for the extension of the Interchange. Besides, the paper proposed the provision of a multi-storey car park at the Interchange. If there was any development project at the Interchange in future, the department would study the demand for the provision of a car park at suitable land in light of the "single site, multiple uses" principle as proposed by the Chief Executive in the Policy Address 2018 together with the consideration of the parking needs in future.

43. The Chairman said that the Interchange was a major traffic hub in the Tuen Mun District. After the Link was opened, the Interchange would be more crowded so he suggested that the government should build the Tuen Mun to Tsuen Wan Link and extend the Interchange. As he had submitted this paper to the TD for the department to conduct a study but there had been no progress so far, he suggested that this agenda item should be discussed further at the next meeting.

44. A Member said that there were five proposals in this paper. Of them,

extension of the Interchange and provision of a multi-storey car park came under the terms of reference of the TTC while the development of housing and commercial facilities on the superstructure were planning items. He suggested submitting the items concerned to the TMDC to follow up.

45. The Chairman agreed to pass the suggestion concerned to the Working Group on Development and Planning of Tuen Mun District under the TMDC to follow up, and said this paper was mentioned again to ask the department concerned to provide a specific reply.

46. A Member said that the five proposals in the paper could be divided into short-term, medium-term and long-term measures. Of them, the most pressing was the extension of the Interchange. The TD should study how to extend the Interchange at their own initiative to arrange more bus routes to stop by the Interchange to facilitate passengers changing buses and meet the growing demands for buses. On the medium to long-term measure, the government should consider to use the surrounding area of the Interchange for the provision of a multi-storey car park.

47. The Chairman said that the Interchange was very crowded at present but the TD had not given a positive reply on the feasibility of extending the Interchange. He agreed to passing the planning-related item to the Working Group on Development and Planning of Tuen Mun District to follow up while the rest would be discussed further by the TTC.

48. A Member said that the proposal related to the Interchange should be discussed at the TTC while the development of the surrounding area should be followed up by the Working Group on Development and Planning of Tuen Mun District.

49. The Chairman asked Members whether they agreed to the above arrangement.

50. A Member said that the Interchange should be extended without any delay. She agreed to further discuss the proposal related to the Interchange.

51. As Members did not have any objections, the Chairman asked the Secretariat to pass the planning-related item in the paper to the Working Group on Development and Planning of Tuen Mun District to follow up while the rest of the items would be discussed further at the next meeting of the TTC.

Working Group  
on  
Development  
and Planning  
of Tuen Mun  
District

(F) **Request for Adjusting the Time of the Last Sailings of the Ferry Service from Macao to Tuen Mun**  
(TTC Paper No. 84/2018)

52. The Vice-chairman welcomed Mr HO Chi-ping, Senior Marine Officer/Ferry Terminals, and Mr CHEUNG Kwan-fai, Marine Officer/Ferry Terminals (Acting) of the Marine Department to the meeting.

53. The first proposer of the paper said that after the Hong Kong-Zhuhai-Macao Bridge was opened, the patronage of the ferry between Tuen Mun and Macao did not fall but rise. This proved that residents in Tuen Mun had certain demand for this service. However, the last sailing left Macao for Tuen Mun too early in the night and passengers needed to get on the ferry at 8 p.m. or so. It caused inconvenience to the people who visit relatives, go for travel or work in Macau so it was suggested adjusting the time of the sailing concerned to the convenience of the passengers.

54. Mr HO of the Marine Department said that the tenancy agreement provided that the opening hours of the Tuen Mun Ferry Terminal were from 7 a.m. and to 10 p.m. Under this framework, the department studied the feasibility of adjusting the time of the last sailing with the ferry company, the departments at the control point and the Department of Health. However, as the ferry pier needed to be closed at 10 p.m., the time of the last sailing could not be extended to a great extent. After discussion with the ferry company, the last sailing from Macao to Tuen Mun could be extended from 8:40 p.m. to 9 o'clock. The time of arrival at Tuen Mun would be 9:50 p.m. instead of 9:30 p.m. Considering the time at the control point for about 200 passengers, the ferry pier could be closed around 10 p.m. meeting the requirements in the tenancy agreement.

55. Members made comments and enquiries on this agenda item as follows:

- (i) A Member said that although the Hong Kong-Zhuhai-Macao Bridge was opened, ferry service was point to point passenger service after all. It was more convenient so its patronage did not fall but rise. Besides, the Hong Kong Macao Ferry Terminal at Sheung Wan provided 24 hours' operation and the Hong Kong-China Ferry Terminal in Tsim Sha Tsui operated for almost 24 hours with high frequency. Only the Tuen Mun Ferry Terminal had restrictions on opening hours while the ferry company needed to pay very high rent. In fact, the problem of traffic congestion in Macao was serious and passengers took very long time to go to the ferry terminal. Therefore, he suggested extending the time of the last sailing from Macao to Tuen Mun for the passengers to come back to Hong Kong;

- (ii) A Member said that since the Marine Department and the ferry company agreed with the adjustment of the frequency concerned, he enquired whether the department had sought legal advice to learn more about the feasibility of revising the contents of the contract with consent of both parties. If it was not viable to revise the contract, he hoped that the department could provide the date of expiration of the contract with the ferry company and consider to adjust the opening hours of the terminal in the new contract;
- (iii) A Member said that the additional sailing from Macao to Tuen Mun at 9 p.m. would not help the residents much. The timing at 8:45 p.m. or 9 p.m. was rather awkward. Moreover, as the owner of the Tuen Mun Ferry Terminal, the government should be able to revise or adjust the contents of the contract. As the ferry company agreed to co-operate, the Marine Department should discuss with the ferry company to further extend the time of the last sailing or the opening hours of the terminal;
- (iv) A Member said that the Hong Kong-Macao Ferry Terminal and the China-Hong Kong Ferry Terminal in Tsim Sha Tsui were operated by the government but the Tuen Mun Ferry Terminal was operated by the ferry company so its cost was very high. The cost concerned would be passed on the passengers eventually, thus making the ferry fares more expensive. He agreed with the Marine Department approving the ferry company to extend the sailing concerned. In the long run, the government should consider to take over the operation of the Tuen Mun Ferry Terminal to lower the operating cost of the ferry company and passengers' burden; and
- (v) A Member said that the rent of the Tuen Mun Ferry Terminal was very high and the ferry company passed the cost on the passengers. Although Tuen Mun was closer to Macao, the ferry fares were not lower than the ferries departing from Sheung Wan or Tsim Sha Tsui. It could be seen from this that the above arrangement was not fair to the residents in the New Territories West. Besides, he believed that the Marine Department was able to request the ferry company to increase the sailing so that passengers could have ample time to return from Macao to Tuen Mun.

56. Mr. CHEUNG of the Marine Department said that the opening hours of the Tuen Mun Ferry Terminal were from 7 a.m. to 10 p.m., those of the China-Hong Kong Ferry Terminal Hong Kong were from 7 a.m. to 12 mid-night, while the Hong Kong-



Macao Ferry Terminal operated 24 hours. The Marine Department had studied whether the provisions on the opening hours of the Tuen Mun Ferry Terminal in the contract could be adjusted. After all, the department received the suggestion concerned at the beginning of November only so it would take some time to conduct preliminary assessment with the ferry company and the departments at the control point. Besides, the department had the following three proposals in response to the captioned suggestion: (i) proposing to extend the last sailing from Macao to depart at 9 p.m. instead of 8:40 p.m. It was estimated that it would arrive at Tuen Mun at 9:50 p.m. Then the ferry terminal would be closed at 10 p.m. in accordance with the tenancy agreement; (ii) studying the feasibility of increasing one sailing, and (iii) seeking legal advice on the revision of the contents of the contract.

57. Mr. HO of the Marine Department added that if Members agreed with the extension of the frequency concerned, the last sailing from Macao to Tuen Mun would depart at 9 p.m. On the increase of sailing, the department needed to discuss with the ferry company and seek legal advice. On the extension of the opening hours of the terminal, the Tuen Mun Ferry Terminal was adjacent to the neighbourhood so the department sometimes received complaints from the residents nearby about noise and emission of fume from the ferries. Coupled with the noise control coming in force after 11 p.m., the department needed to study the feasibility with the THB and the ferry company carefully.

58. Members made the second round of comments and enquiries as follows:

- (i) A Member said that extending the departure time of the last sailing was not much useful. Moreover, the sailing concerned did not arrive at Tuen Mun until 9:50 p.m. so it was worried that all the formalities at the control point could not be completed in ten minutes. The rent of the Tuen Mun Ferry Terminal was very high and it was estimated that extension of the opening hours would cause the rent to go up further. Therefore, he hoped that the government would consider to run the terminal. Besides, the China-Hong Kong Ferry Terminal could be opened until 12 midnight although there were many residential buildings nearby. Therefore, it was not convincing not to consider to extend the opening hours of the Tuen Mun Ferry Terminal for the time being because of noise control;
- (ii) A Member said that although the Hong Kong-Zhuhai-Macao Bridge was opened, residents in Tuen Mun still relied on ferries to go to Macao. It was hoped that the Marine Department could provide explanations about the

implementation schedule of the above three proposals;

- (iii) A Member requested the Marine Department to clarify whether the frequency increase was to increase the sailing before 9 p.m. or further extend the departure time of the last sailing. Besides, there were a lot of residential buildings in the west point near the Hong Kong-Macao Ferry Terminal but it was operated for 24 hours. There were also large number of residential buildings near the China-Hong Kong Ferry Terminal and it was operated until 12 midnight. However, the Tuen Mun Ferry Terminal with similar situations needed to close at 10 p.m. so the department needed to provide explanations about the reason concerned and their standard of policy;
- (iv) A Member said the rent of the Tuen Mun Ferry Terminal was too high so no shipping company rented it. Therefore, it was hoped that the government would accept the extension of the opening hours of the terminal and promise not to increase the rent again. Moreover, it was not proposed in the paper that the sailing which departed at 8:40 p.m. should be extended. Instead, the Member requested to increase other sailings so that passengers could choose the time of their return trip flexibly. He understood that the department needed more time to make a further study so he hoped that the department could give more details at the next meeting;
- (v) A Member said that since most Members agreed with the extension of the opening hours of the terminal, the department could conduct district consultation. Besides, he said that the department could first implement the extension of the last sailing to depart at 20 minutes later and then gradually study to extend the opening hours of the ferry terminal to 11 p.m. or 12 p.m.;
- (vi) A Member requested the department to expediate the study to see if the sailing from Macao to Tuen Mun after 8:40 p.m. could be increased. The Member also suggested that the department should expediate the study with the THB and legal department on the feasibility of extending the opening hours of the terminal; and
- (vii) A Member said that it was requested in the paper to adjust the time of the last sailing from Macao to Tuen Mun and the Marine Department had raised the proposal on the extension of the sailing concerned as requested. Although the proposal might not meet Members' expectation, she hoped that the

department could provide explanations at the next meeting what time the sailing concerned could be extended to the latest under the current agreement. Moreover, she hoped that the Marine Department could report to the TMDC on the operation of the ferry terminal for a review before the expiration of the agreement of the Tuen Mun Ferry Terminal. In the long run, she hoped that the government could run the Tuen Mun Ferry Terminal.

59. The Chairman said that Members mostly requested the extension of the time of the last sailing from Macao to Tuen Mun. He requested the Marine Department to study with the ferry company on the feasibility of extending the departure time of the last sailing to 11 p.m.

60. Mr HO of the Marine Department said that the department could study with the ferry company on the feasibility of increasing the sailing. Moreover, in accordance with the provisions of the current agreement, the sailing concerned might be departed at 9:10 pm from Macao at the latest and it was estimated that it would arrive at Tuen Mun at 10 p.m. However, considering the delay caused by weather conditions and the time needed at the control point, there was a chance that the terminal could not be closed until 10:30 p.m. or 10:45 p.m. Nevertheless, the department would discuss the feasibility of the suggestion concerned together with the ferry company and the departments at the control point. On the other hand, the Marine Department needed to strike a balance with the requests of the residents near the Tuen Mun Ferry Terminal so he hoped that the district councillors concerned could assist in collecting district comments and consulting residents.

(Post-meeting note by the Marine Department: the ferry company eventually cancelled the application for the last sailing from Macao to Tuen Mun at 9 p.m.)

61. The Chairman concluded that the TTC would write to the Marine Department to request the department to study the extension of the last sailing from Macao to Tuen Mun to depart at 11:30 p.m.

Secretariat

62. Mr. HO of the Marine Department replied that they would state their considerations and concerns in the written reply.

(Post meeting note: the letter concerned was sent on 8 January 2019.)

(G) **Request for Re-studying the Proposal to Construct a Slip Road to Connect Castle Peak Road with Tuen Mun Road**  
(TTC Paper No. 85/2018)

63. The first proposer of the paper said that the government had planned that the Tuen Mun East would be a low-density residential site in early 1990s. At the time, Members estimated that there would be a large amount of vehicular flow so they suggested connecting the So Kwun Wat Road to the Tuen Mun Road to avoid congestion in the Castle Peak Road in future. At the time, the TD replied that the design capacity of the Tuen Mun Road should be able to cope with the traffic flow until 2000 so there was no need to build the slip road concerned. At the beginning of 2000, there was more and more development along the Castle Peak Road thus causing congestions. The TD then said that the Tuen Mun Road would be widened and the department would study to widen the whole Castle Peak Road so they refused to build the slip road again. With the opening of the Harrow International School Hong Kong (“Harrow”) followed by the Chu Hai College, the traffic in the Castle Peak Road had aroused great concern from local residents. There were also local Incorporated Owners who wrote to the HyD and the TMDC requesting provision of effective improvement measures. Therefore, she requested the TD again to consider to build a slip road in So Kwun Wat Road to connect the Tuen Mun Road in order to ease the vehicular flow in the Castle Peak Road.

64. The Chairman said that the congestion in the Castle Peak Road during the peak hours in the morning was very serious especially at the Tsing Ying Road roundabout. However, as the widening works in the section of Castle Peak Bay in the Castle Peak Road could not commence owing to judicial review and the government continued to seek lands for housing development so there had been no improvements. Although the TTC had made several suggestions to ease the traffic conditions in the Castle Peak Road, including the construction of the Tsuen Tuen Link and the So Kwun Wat slip road, the government rejected them. He said that the government had the responsibility to improve the congestion in the Castle Peak Road so he requested the department to consider the captioned request again.

65. Members made comments and enquires on this agenda item as follows:

- (i) A Member said that there was congestion in the Castle Peak Road during the peak hours in the morning mainly because a large number of private cars took school children to the Harrow. Therefore, she said that the government should deal with the source first and try to reduce the vehicular flow at the road section before studying to widen the road and build the slip road. Therefore, she had suggested that the Education Bureau should include a

provision in the service agreement with the Harrow that all school children needed to take school buses to reduce the vehicular flow caused by the school. She said that the TD should actively follow up with the Education Bureau on that matter;

(ii) A Member said that the congestion in the Castle Peak Road had existed for a long time and Harrow was one of the causes indeed. However, as the development projects along the Castle Peak Road had been completed gradually, it was believed that the government would find it difficult to restrict the vehicular flow in the road section from the source. Moreover, the judicial review on the widening works in the section of Castle Peak Bay in the Castle Peak Road was underway so the road section could not be widened and the minor project such as the relocation of bus stops was delayed. Therefore, he hoped that the TD would study the feasibility of building the slip road; and

(iii) A Member said that the TTC should consider to commission a consultant to study and investigate the feasibility of building a slip road in So Kwun Wat Road to connect the Tuen Mun Road at their own initiative. Besides, before the TD made any proposal to reduce the congestion in the Castle Peak Road, he suggested that the police should send officers to control the traffic between 7:30 a.m. and 9 a.m. every day to ease the vehicular flow. He also requested the department concerned to send officers of higher ranking to attend the meeting in order to implement the captioned proposal.

66. The Chairman said he had suggested that the government should build a slip road near the Crossroads Foundation to ease the vehicular flow in the Castle Peak Road but the proposal was rejected.

67. Mr WONG of the TD said that the TD were examining the traffic impact assessment report submitted by the Harrow and would study whether to request the Harrow to implement the measure which required all school children to take school buses. Moreover, the TD had implemented the provision of a bus stop in the Castle Peak Road (Kowloon bound) to ease the loading of the current bus stop and avoid causing obstruction to the vehicles heading Kowloon when the buses neared the bus stop. On the construction of a slip road, the HyD would make a reply.

68. The Chairman said that the Working Group on Traffic Problem within Tuen

Mun District had paid a site visit to the Tsing Ying Road roundabout and found that the slow traffic at that location was caused by traffic lights so he requested the department to implement other emergency improvement measures as soon as possible as a solution in addition to the study the construction of a slip road.

69. Members made the second round of comments and enquiries as follows:
- (i) A Member said that there was a large amount of vehicular flow going to the seafood street in Sam Shing every weekend causing congestion. Besides, both the inbound and outbound lanes of the Castle Peak Road near the Tsing Ying Road Roundabout narrowed from two lanes to a single lane so the traffic was very slow between 6 p.m. and 8 p.m. every day. It was suggested that the road section concerned should be widened;
  - (ii) A Member said that this agenda item was about the request for the construction of a slip road to connect the Tuen Mun Road but not the widening of the Castle Peak Road. He hoped that Members could focus on the discussion of the captioned suggestion. In fact, Members basically had a unanimous request for the TD to improve the traffic conditions in the Castle Peak Road but the TD had not given any positive reply so far so he felt disappointed about this. He understood that the development of housing and facilities should continue in the society to improve living environment. He also believed that it was difficult for the government to restrict the citizens' rights on driving private cars. Therefore, he hoped that the government could propose different ways to reduce the traffic congestion problem in the Castle Peak Road; and
  - (iii) A Member said that the road was congested because the Harrow brought private car flow and the widening works in the section of the Castle Peak Bay in the Castle Peak Road could not commence. She hoped that this discussion could focus on the study of the feasibility of building a slip road. According to the site visit earlier, the Tsing Ying Road roundabout was already very congested. It was estimated that the situation would become more serious in future so she requested the HyD to reply whether the captioned suggestion would be implemented.
70. Mr. Barry TAM of the HyD said that the HyD was studying the feasibility of Route 11, which included the feasibility of providing a slip road in So Kwun Wat Road to connect the Tuen Mun Road. The HyD noted the suggestion of building a skip road

in the Castle Peak Road near So Kwun Wat to connect the Tuen Mun Road by the TTC of the TMDC, and would consider it together in the study concerned.

71. The Chairman requested the TD and the HyD to report on the progress concerned at the next meeting.

72. A Member said that Route 11 was a major road construction and the study alone would take several years. As the congestion problem in the Castle Peak Road was serious, he suggested that the department should conduct a stand-alone feasibility of building a slip road in So Kwun Wat Road to expedite the progress.

73. The Chairman requested the HyD to conduct a stand-alone study on the feasibility of building a slip road in So Kwun Wat Road and requested the department to provide a specific reply at the next meeting.

74. A Member requested the police again to send officers to control traffic in the Castle Peak Road.

75. Mr TSUI Wing-lun of the HKP said that the police would timely send officers to patrol and carry out traffic enforcement work in the Castle Peak Road. Besides, the police would take action according to selected traffic enforcement priorities and also go with the community development in order to improve the traffic conditions.

76. A Member said that before the development projects along the Castle Peak Road were officially implemented, traffic impact assessment reports were required to be submitted to the TD. However, the department mostly opined that the projects concerned would not cause negative impact on the traffic or agreed that the traffic improvement measures they raised could effectively ease the congestion caused by the projects. Somehow, the TD had never consulted the TMDC on the assessment report concerned so he requested the department to provide explanations about the contents concerned.

77. Mr WONG of the TD said that the traffic impact assessment report of the Tuen Mun East had considered that the widening works at the Castle Peak Bay in the Castle Peak Road could accommodate the vehicular flow brought by the development along the Castle Peak Road. However, the works concerned could not commence owing to judicial review, thus causing slow traffic in the Castle Peak Road during the peak hours in the morning.

78. The Chairman said that the hearing on the case of judicial review about the section of the Castle Peak Bay in the Castle Peak Road ended but the court had not delivered the judgement. He requested the department concerned to know more about the progress of the case.

79. A Member said that the reply from the TD was rather arbitrary. As the widening works in the section of Castle Peak Bay in the Castle Peak Road could not commence, why did the TD continue to approve private development projects along the Castle Peak Road? Although he had relayed the above question to the Town Planning Board from time to time, his views were often rejected. He also queried that the Development Bureau gave pressure on the TD, requesting the TD to approve the traffic impact assessment reports to facilitate the Development Bureau selling lands for housing development.

80. The Chairman said that before the TD could effectively improve the traffic conditions in the Castle Peak Road, there should not be any more approval on the traffic impact assessment reports in the area concerned. The department should not approve official implementation of the private development projects until they could ensure that the traffic conditions would be improved.

81. A Member suggested that the Chairman should relay the above views when meeting the Secretary for Development later.

82. A Member suggested writing to the Secretary for Development to request the government to suspend the housing development in that area before the completion of the traffic improvement works in the Castle Peak Road in order to reduce the traffic congestion problem.

83. The Chairman asked the Secretariat to write to the Secretary for Development to relay the above views.

Secretariat

(Post-meeting note: the letter concerned was sent on 19 November 2018.)



**(H) Request for Expeditious Finalisation of the Site Selection for the Terminus of the Tuen Mun South Extension of the West Rail**

**(TTC Paper No. 86/2018)**

**(Reply from Transport and Housing Bureau)**

**(Reply from MTR Corporation Limited)**

84. The Chairman said that the THB and the MTRCL had submitted written replies before the meeting and the Secretariat distributed the written replies to Members on 14 and 15 November 2018 respectively.

85. A Member said that residents in Tuen Mun hoped to learn more about the site selection for the terminus of the Tuen Mun South Extension of the West Rail so he requested the bureau to expediate the implementation of the site selection.

86. Members made comments on this agenda item as follows:

(i) A Member said that this agenda item had been discussed for many years but there were no actions taken. In fact, the MTRCL submitted a proposal to the THB at the end of 2016 and the government department concerned was examining the details concerned. Then the public would be consulted in due course. She was not satisfied with the government's usual top down policy before implementation of projects so that there would be no room or time for making comments when the TMDC knew the details of the project concerned. She said that district councils were district consultative and advisory bodies on administration. The government should give it certain respect and try to give the preliminary planning of the South Extension of the West Rail to the TMDC for examination as soon as possible;

(ii) A Member said that residents in the vicinity of the Tuen Mun Pier mostly took the LR and feeder buses to go to the West Rail stations for the urban area. Therefore, they hoped that the South Extension of the West Rail could be implemented as soon as possible thus saving the time for changing buses in future. The Policy Address 2017 mentioned that there would be consultation on the South Extension of the West Rail in 2018. However, it had already been the middle of November and the Policy Address 2018 had never mentioned the South Extension of the West Rail. Therefore, he requested the TD and the HyD to report on the latest progress on this project;

(iii) A Member said that the government decided to build the South Extension of the West Rail in 2015 and the MTRCL submitted the proposal at the end of

2016 but there had not been any news at the end of 2018 so far. If the bureau had not conducted any consultation on the South Extension of the West Rail, this project would have no progress during the whole term of the TMDC. The government planned that the South Extension of the West Rail would be opened between 2022 and 2023. While the TMDC had not queried the government for the delay of the works, the bureau should report to the TMDC regularly on the progress concerned. As the bureau and the MTRCL did not send any officers to attend the meeting, he suggested that this agenda item should be further discussed at the next meeting;

- (iv) A Member suggested that the TTC should propose the site selection for the terminus of the South Extension of the West Rail at their own initiative so the bureau and the department concerned could study its feasibility;
- (v) A Member said that the government conducted a consultation on the site selection of the terminus of the South Extension of the West Rail in 2013 and planned to commence works in 2019 with completion in 2022. However, the government did not announce the site selection of the South Extension of the West Rail in 2018 so she urged the bureau to follow up the matters concerned immediately; and
- (vi) A Member said that the South Extension of the West Rail was crucial to the railway transport going to urban areas from Tuen Mun in future. Many residents had great concern on the matter so she suggested that this agenda item should be further discussed or passed to the working group to follow up.

87. The Chairman suggested that the TTC should propose two sites selected for the South Extension of the West Rail, e.g. the Tuen Mun Pier or the Siu Lun Sports Ground. Then the bureau would study its feasibility.

88. A Member said that Members would find it difficult to suggest any sites without any reference materials or it would be too rash.

89. The Chairman said that the Tuen Mun Pier or Siu Lun Sports Ground were examples only. Members could make other proposals.

90. A Member said that Members should provide data as support when making any proposals or it would be too rash.

91. A Member said he suggested that the TTC should propose the site selection of the terminus to the bureau because he hoped that bureau and the TMDC would have a full discussion on this project. He also said that the bureau should explain the general direction of this project to TMDC. If Members proposed the site selection to the bureau, the bureau should provide other information to Members for reference.

92. The Chairman asked Members to make a proposal on the site selection of the terminus and hoped that the department concerned would follow up.

93. Member made a second round of comments on this agenda item as follows:

(i) A Member said that it was not good for Members to propose the site selection to the bureau. The government should try to conduct consultation on the details of this project as soon as possible;

(ii) A Member said that since the MTRCL had submitted a proposal, there should be initial thinking on the site selection so she hoped that the representative of the MTRCL would give a reply; and

(iii) A Member said that the government used to consult the TMDC on different matters in the past. In recent years, however, the government might not accept even if the TMDC had made different requests so he felt disappointed on this. Besides, he hoped that the government could expedite the progress on this project.

94. The Chairman suggested that this agenda item should be passed to the Working Group on Tuen Mun External Traffic to follow up. A Member also suggested that discussion of this agenda item should continue at the next meeting, hoping that the THB would provide more details to the Members as reference. The Chairman agreed to continue the discussion of this agenda item.

(I) **Request for Expeditious Implementation of the Widening of Lung Kwu Tan Road**

**(TTC Paper No. 87/2018)**

**(Reply from Transport Department)**

95. The Chairman said that the TD had submitted a written reply before the meeting and the Secretariat distributed the written reply to Members on 14 November 2018.

96. The Chairman showed great dissatisfaction at the TD who often gave written replies.

97. The first proposer of the paper said that TMDC had requested the expeditious implementation of the widening of Lung Kwu Tan Road for many years. At present, the traffic in Lung Kwu Tan Road was not smooth. Coupled with the imminent completion of the Tsang Tsui Columbaria and the development at the River Trade Terminal, the traffic in the vicinity of Lung Kwu Tan Road in future would be more congested if the road development could not catch up with the development in the surrounding land. Now there were a large number of tours going to the T • Park so the government should implement the widening of Lung Kwu Tan Road to ease the congestion.

98. The Chairman said that TMDC supported the provision of 160,000 niches at Tsang Tsui with plans of reclamation and extension of landfill in the future. However, the government did not provide good complementary transport facilities correspondingly so he suggested passing this agenda item to the Working Group on Development and Planning of Tuen Mun District to follow up.

99. A Member said that whenever there was a traffic accident in Lung Kwu Tan Road, the external traffic in Lung Kwu Tan Village would be disrupted causing serious impact on the villagers. Therefore, the Member requested the government to expedite the implementation of the widening of Lung Kwu Tan Road.

100. The Chairman would consult the Chairman of the TMDC on passing this agenda item to the Working Group on Development and Planning of Tuen Mun District.

101. The Chairman of the TMDC said that he had no objection to passing this agenda item to the Working Group on Development and Planning of Tuen Mun District to follow up and suggested that Members should express their views when the Secretary for Development paid a visit again. He also invited Members who had interest to join the working group to follow up together.

Working Group  
on Development  
and Planning of  
Tuen Tun  
District

102. The Chairman asked the Secretariat to write to the Secretary for Development to relay the above views.

Secretariat

(Post-meeting note: the letter concerned was sent on 19 November 2018.)

**(J) Request for the Light Rail to Enhance Service Quality**  
**(TTC Paper No. 88/2018)**

103. The Chairman welcomed Ms Annie LAM, Public Relations Manager – External Affairs of the MTR Corporation Limited (“MTRCL”) to the meeting.

104. The first proposer of the paper said that the LR had been in operation for 30 years and the service had not been improved much. Although the new vehicles purchased would be put in service gradually but it was felt that there would not be many vehicles allocated to the Tuen Mun District and the current service and facilities needed to have improvement. The ten improvement proposals listed in the paper had been mentioned in the past papers. As the LR was the major means of transportation in the Tuen Mun District, it was necessary to provide good service. Apart from the ten requests listed in the paper, she also requested improvement on the crossing facilities in light of population increase, e.g. provision of more pedestrian warning lights. She added that only some entry and exit processors at the LR stops were replaced. The MTRCL should expediate the improvement of complementary facilities, including pedestrian queuing signs and improvement of narrow platforms. She requested the MTRCL to explain which requests mentioned in the paper could be expediated.

105. Members made comments on this agenda item as follows:

(i) A Member said that the LR facilities were old and the scheduled service was not sufficient. The MTRCL should improve the overall LR service and increase resources. He was not satisfied with the crossing facilities and warning lights at the LR stops. Citing the Kin Sang Stop as an example, there were 90 degrees bend and blind spot at the stop but not all residents knew how to use the wide-angle fish-eye mirror. He said that he had raised the problem ten odd years ago and requested expeditious improvement. He also said that the MTRCL should replace the screens of processors at the stops and remove the weeds on either side of the tracks regularly. The frequency of the LR should not be cut;

(ii) A Member said that two items in the paper deserved concern. The TMDC had suggested three times that the shelter at the Lei Wai Stop should be extended but they were rejected so some passengers had to get off in the rain. He hoped that the LR could listen and make improvement. Besides, the intake of the Yan Tin Estate and completion of other residential buildings caused heavy burden on the traffic in the vicinity of Area 54, Tuen Mun. He hoped that MTRCL could study again to provide the LR service in that area;

- (iii) A Member said that with the population in Tuen Mun and Yuen Long increasing, there was greater demand for the LR service but the service quality of the LR could not catch up. On the ten requests proposed in the paper, he showed more concern about safety problems. For example, many LT platforms were very crowded so the MTRCL should widen the platforms. Otherwise, there should be safety gates. He said that most of the MTR stations were installed with platform screen doors. Even elevated stations had about half-foot tall safety gates. With more and more LR passengers, he worried that there would be accidents again. Therefore, he said that there should be safety gates installed as soon as possible to protect the passengers' safety;
- (iv) A Member said that the screen of old processors at the LR stops were blurred and the sound was weaker. Sometimes, some passengers misunderstood that they had tapped the Octopus and they needed to pay a surcharge when they were checked by ticket inspectors. She requested changing them to new processors as soon as possible and suggested that platforms at busier stops should be widened and provided with more processors. Moreover, some seats at the platforms would get wet on rainy days so she suggested referring to the rain guard design at some of the LT stops in Yuen Long. There should also be platform screen doors at the stops to protect passengers' safety;
- (v) A Member said that many suggestions in the paper were raised long time ago. Apart from the purchase of additional vehicles, the MTRCL should proceed with other items at the same time. He showed concern as to when the MTRCL would improve the screens and processors. Besides, the weeds near the tracks were sometimes not removed completely. Once the areas under the purview of the HyD or the LD were involved, the authority would be confusing. He suggested holding an inter-departmental meeting to discuss which department was responsible for the removal of the weeds near the railings and a schedule should be prepared. Moreover, the entry and exit processors were installed in the same direction. People would bump into other another on the platform so there should be improvement immediately. Finally, there was no rubber to narrow the platform gap at some locations of the platform causing inconvenience to the disabled while boarding and alighting;
- (vi) A Member said that she had repeatedly requested the provision of warning lights on either side of the LR crossing. For example, there were often

pedestrians and LR scrambling for space dangerously at the Leung King Stop so there should be flashing lights to remind residents to cross the road carefully. Besides, there were a lot of weeds on either side of the track between the San Wai Stop and the Shan King Stop. Some residents reported the trace of snakes in the grass so the weeds should be removed as soon as possible. Finally, there were rubber strips on the crossing at the LR stops to prevent the wheels of pushchairs from being stuck. She suggested laying rubber strips on more crossings that were busy; and

- (vii) A Member said that cushions at the areas for the disabled in the vehicle compartments were very old with stains so there should be improvements. Moreover, the design of the Siu Hei Stop caused inconvenience to the wheel-chair users in boarding and alighting so it should be improved. Besides, when students left the secondary schools along the LR line, it was off-peak hours with low frequency. She requested that the frequency should be higher when the students left the schools. There should also be coupled-set vehicles to the convenience of the students and citizens.

106. Ms LAM of the MTRCL made comments, which were summarised as follows:

- (i) The MTRCL had been putting resources to provide the best LR service and facilities and MTR bus service;
- (ii) There were a total of 1,500 Octopus entry and exit processors at all 68 LT stops and they would all be replaced in batches. There would be platform assistants arranged to help the passengers if necessary. The new processors would have larger screens and they were audible. When the processors were replaced, the MTRCL would review their locations at the same time;
- (iii) The MTRCL would replace some of the wooden platform benches which were installed at early stage to provide a more comfortable waiting environment;
- (iv) There were several safety measures at the crossings at present. For example, plastic crash posts could help passengers stop a while to watch the road conditions before crossing. This would go on. The company would continue to explore the feasibility of implementing other safety measures with government departments in light of the conditions at different stops. The MTRCL would install audible flashing posts on trial basis at the pedestrian crossings of individual LR stops in the future. There would be some sound to

warn the pedestrians when the LR moved past. Concerning the materials on the ground of the crossing, no matter whether they were plastic or concrete, they were all safe. The Company would lay suitable materials at the required locations as needed and follow up the use of the crossings with individual councillors;

- (v) On the widening of the platforms, the MTRCL had taken different measures to straighten out the passenger flow at the platforms, for example, adjusting the locations of processors according to the direction of the passenger flow at individual platforms and employing more platform assistants to help passengers board and alight during the peak hours. In the long run, the MTRCL also expected that the LR vehicles would arrive at stops more even out through measures to minimize passengers' waiting time at the platforms. The MTRCL also had plans to widen the platforms of the stops with continuous high pedestrian flow such as the Lam Tei Stop and the Tuen Mun Hospital Stop. During the feasibility study, a basket of factors needed to be considered including space, geographical environment, technology, underground facilities and government approval procedures, etc.;
- (vi) On the platform shelters, as the stops in the Tuen Mun District were completed long time ago, if the shelters needed extension, government approval procedures such as the re-submission of plans might be involved as they belonged to structural changes under many circumstances. She would relay it to the division concerned of the MTRCL;
- (vii) On grass removal, the MTRCL would remove grass regularly to avoid blocking the view of the drivers. The number of removals would be adjusted in light of the seasons to ensure travel safety. The MTRCL would also note the purview of some locations. After the meeting, they would specify to councillors the locations of joint grass removal with government departments; and
- (viii) On the screen doors at the platforms, there was limited space at the LR platforms so the whole LR system would need a large scale of modifications if provision of screen doors was needed. Therefore, the suggestion was not feasible.

107. The Chairman said that the MTRCL did not reply to the feasibility of all ten requests. He requested the MTRCL to reply whether they were feasible one by one.



108. The first proposer of the paper replied that extension of shelters belonged to works which deserved submission of plans. Moreover, she suggested the provision of flashing lamp posts at the Leung King Stop on trial basis.

109. A Member said that the MTRCL's reply did not provide explanations about the replacement schedule of multi-functional display panels on the platforms.

110. The Chairman asked the MTRCL to give positive replies to the following requests: (i) extending the platforms to allow three vehicles to stop, (ii) extending the platform shelters; (iii) marking the queuing lines on platforms; (iv) replacing multi-functional display panels on platforms; (v) expediting the replacement of entry and exit processors; (vi) removing the weeds on either side of the tracks; (vii) checking the health of the trees on either side of the LR tracks; and (viii) provision of LR service in Area 54.

111. A Member said that her suggestion was not included in the ten requests in the paper. She asked to raise it during the discussion of other matters.

112. Ms. LAM made the second round of replies as follows:

- (i) The MTRCL was studying measures to facilitate wheel chair users boarding and alighting the LR. If it was put on trial implementation, there would be another report;
- (ii) As students left school during the off-peak hours, there was more room for the deployment of trains. The MTRCL had arrange more coupled-set vehicles or higher frequency when the students left schools;
- (iii) The MTRCL had planned to replace the passenger information display panels on platforms but the details such as the way the information was displayed were being studied. There would be separate report on the latest progress;
- (iv) Changing the LR road sections to elevated ones and the traffic planning on new development areas needed to be studied by government departments. If necessary, the MTRCL would co-operate; and
- (v) The MTRCL had an ad hoc team to use technology for the management and maintenance of the trees along the LR tracks to ensure that travel safety would not be affected.

**(K) Request for Increasing the Carrying Capacity and the Service Frequency of Minibuses**

**(TTC Paper No. 89/2018)**

**(Reply from Transport Department)**

113. The first proposer of the paper said that as mentioned in the paper, only some of the three minibus routes No. 41, 43 and 44 became 19-seaters since the TD approved minibuses to change to 19-seaters and the number was small. It was hoped that there would be more 19-seaters as soon as possible. Moreover, the vehicles of route No. 44 were old and the bells for getting off were out of order. He requested the TD to urge the operators to change new vehicles as soon as possible.

114. The Chairman enquired TD whether the TD did not approve the change or the operators did not change vehicles at their own initiative.

115. A Member said that Route No. 42 had lost trips and decrease of frequency causing long queues during the peak hours in the morning. Besides, he requested the operator to change the minibuses to 19-seaters as soon as possible.

116. A Member said that route No. 44A had supply falling short of demand when coming back from Sheung Shui during the peak hours. There had been a new route No. 44A1 recently so the demand was very high. She suggested the arrangement of non-franchised buses to provide special trips to ease the passenger flow. She said that the progress of the route changing to 19-seater minibuses did not cope with the demand and hoped that the TD could send officers to the North-west district for inspections of the passengers in the morning and evening. Moreover, she enquired about the schedule of the operators' change to 19-seater minibuses and suggested that the TD should consider the use of non-franchised buses to boost the patronage.

117. Mr LEUNG of the TD replied that operators would consider the purchase of 19-seater minibus or modify the minibuses to 19-seaters in light of its scope and business situations. However, as the value of a new vehicle came to hundreds of thousand dollars, there would be financial pressure if the operators were requested to change all minibuses to 19-seaters at one time. Currently route No. 41 had no 19-seater minibuses for the time being but the operator said they would buy new 19-seater in future. The operator of routes No. 43 and 44 had increased the number of 19-seater minibuses since 2017 and there were some of them providing the service. They said they would continue to increase 19-seater minibuses in future.

118. The Chairman enquired whether the TD had rejected the operators changing to new vehicles and what would be done when the operators had no capital for the change of vehicles.

119. Mr LEUNG of the TD replied that the operators would apply for the change of vehicles based on their financial situations. With the general conditions being met, the department would grant approval basically.

120. A Member said that a survey was conducted on the route 44 series and found that there were only a small number of 19-seater minibuses running during the peak hours so passengers would line in long queues. They were mostly 16-seaters for the in-bound trip. It was hoped that the TD would encourage the operator to change to 19-seater minibuses.

121. The first proposer of the paper replied that although the operator of route No. 41 promised to change to 19-seater minibuses in future but there was no schedule. At present the waiting time during the peak hours in the morning and evening was long and the vehicles were old. The TD were requested to urge the operator to change vehicles and increase frequency.

122. A Member said the TD's reply was ambiguous and suggested that the TD should impose mandatory requirements for the operators to provide certain number of 19-seaters under the terms and conditions of contracts to urge the operators to change new vehicles.

123. The Chairman suggested that when new contracts were approved, there should be requirements for the operators to use 19-seater minibuses for business operation. He hoped that the government would consider the above views during the invitation to tender again.

124. Mr LEUNG of the TD replied that the maxicab services would be approved by way of passenger service licence. There would be different operating years for each series of routes. The department would evaluate the service level of the operators through interim review, which included service improvement measures such as the increase of 19-seaters and frequency. The department would discuss them with the operators during the interim review.

125. The Chairman requested the TD and the operators to consider Members' views.

**(L) Request for Reviewing the Traffic Light Arrangement of Castle Peak Road (Castle Peak Bay Section and So Kwun Wat Section)**  
**(TTC Paper No. 90/2018)**

126. The first proposer of the paper said that there were many residential buildings on either side of the Castle Peak Road between the Castle Peak Bay and the Hong Kong Gold Coast. Therefore, there were many junctions and traffic lights on either side of the Castle Peak Road. When cars entered the Castle Peak Road from the junctions, the vehicular flow travelling along the Castle Peak Road from Kowloon or Tuen Mun would be affected.

He enquired whether there was a traffic light management system, which could allow those cars travelling straight along the Castle Peak Road to move past the section much faster when there were no cars entering or coming out of the junctions on either side of the road.

127. Mr WONG of the TD replied that the TD had shown concern about the traffic conditions along the Castle Peak Road between the Castle Peak Bay and the Hong Kong Gold Coast. According to the setting of the traffic lights, the traffic lights 1 mentioned in the paper (i.e. at the intersection between Tsing Ha Lane and the Castle Peak Bay Section of the Castle Peak Road), 3 (i.e. at the intersection between Tsing Yung Street and the Castle Peak Bay section of the Castle Peak Road), and 4 (i.e. at the intersection between Kwun Tsing Road and the So Kwan Wat section of the Castle Peak Road) were located at pedestrian crossings and there were pedestrian lights with waiting buttons at the pedestrian crossing concerned. When nobody pressed the waiting buttons, the traffic lights for the cars would remain green. On the traffic lights 2 mentioned in the paper (i.e. at the intersection between Tsing Yung Street and the Castle Peak Bay section of the Castle Peak Road), there were sensors for cars in the traffic lane of Tsing Yung Street now. When there were no cars moving along Tsing Yung Street, the traffic lights in the Castle Peak Road would remain green for a longer time automatically. On the traffic lights 5 mentioned in the paper (i.e. at the intersection between So Kwun Wat Road and the So Kwun Wat Section of the Castle Peak Road) and 6 (i.e. at the intersection between Ka Wo Lei Hill Road and the So Kwun Wat Section of the Castle Peak Road), there were proper links among the green lights for cars. Therefore, the operation of the above traffic lights was the most appropriate in minimising travel delays to cars.

128. A Member said that as there were 8 to 10 traffic lights between the Hong Kong Gold Coast and the Castle Peak Bay, cars travelling straight along the Castle Peak Road could move in the section concerned much faster if no cars entered or came out of either

side of the Castle Peak Road. At present, there were sensors at some of the intersections between the LR and roads where the traffic lights could be adjusted to allow the LR trains to be given priority to move past when there were no cars waiting. He hoped that there would be similar system in the Castle Peak Road.

129. A Member said that the pedestrian crossings in the Castle Peak Road were provided to facilitate pedestrians crossing the road in view of large number of residential buildings on either side. She had paid a visit to the pedestrian crossing concerned and found that the traffic lights for the cars would remain green when nobody pressed the buttons to cross the road. She said that pedestrians had ten plus seconds only to cross the road. Even if the proposer of the paper worried that the vehicular flow would be affected, there should be sufficient time provided for pedestrians to cross the road. She worried that if the time of pedestrians in crossing the road was cut short further, the pedestrians might not have sufficient time to cross the road. She opined that the needs of both the motorists and the pedestrians should be properly taken care of.

130. The Chairman said that if pedestrians needed to cross the road, the TD should provide sufficient time for the pedestrians to cross the road. However, cars should be allowed to move straight on when nobody crossed the road.

131. A Member who was also the proposer of the paper said that the aim of the paper was not to cut the time of the pedestrian in crossing the road but to link the traffic lights in the Castle Peak Road through information technology to reduce the waiting time of the pedestrians and motorists. Then the overall traffic would become smoother and the congestion in the Castle Peak Road would be reduced. He suggested that the TD should study improvement measures with the Consultant.

132. The Chairman enquired the representative of the TD whether the above suggestion was feasible.

133. Mr WONG of the TD replied that traffic lights 1, 3 & 4 were located at pedestrian crossings. When nobody pressed the button to cross the road, the traffic lights for cars would remain green so the current operation of the traffic lights at the three pedestrian crossings was appropriate and there was no need to install traffic sensors either. There were traffic sensors in Tsing Yung Street. When there were no cars moving along Tsing Yung Street, the green lights for the traffic in the Castle Peak Road would remain for a longer time automatically. Compared with other junctions like Tsing Yung Street, the vehicular flow at the two junctions of So Kwun Wat and Ka

Wo Lei Hill had little change and was quite stable. Therefore, the current setting and design of the traffic lights had used the data of vehicular flow at So Kwun Wat and Ka Wo Lei Hill as the default information. No matter whether there were traffic sensors in the Castle Peak Road and So Kwun Wat Road, the time setting of traffic lights 5 and 6 would not be affected. Therefore, the current setting of the traffic lights 5 and 6 was the most appropriate. The traffic lights concerned had been properly linked to facilitate cars moving past the two adjacent junctions at one time so that the traffic in the Castle Peak Road would be smoother.

134. A Member did not agree with the reply from the TD and said that the traffic in the road section concerned was not smooth. For example, when he drove from the Tuen Mun Road Bus-bus Interchange to Sam Shing Estate, he needed to stop his car in front of many traffic lights on the way. He suggested that the government should use this agenda item as an opportunity and imitate other cities by introducing artificial intelligence to control the direction of traffic lights instead of relying on the setting of individual traffic lights. He said that he objected to the government relying on the Consultant. He opined that the department had the ability to overcome the problem on their own.

135. A Member said that sometimes the section concerned in the Castle Peak Road was not smooth. The new vehicular and pedestrian flow came from the property development on either side of the road. The pedestrians would not take much time in crossing the road. It was hoped that introduction of artificial intelligence could take care of the needs of both the motorists and the pedestrians.

136. The Chairman concluded that the TD should examine how to improve the arrangement of the traffic lights and take care of the needs of the pedestrians and the motorists.

**(M) Strongly Request the Government to Give a Detailed Account of the Progress of the Construction of Western Bypass Expeditiously**  
**(TTC Paper No. 91/2018)**

**(Reply from Transport Department and Highways Department)**

137. The Chairman said that the TD and the HyD had submitted written replies before the meeting and the Secretariat distributed the written replies to Members on 14 November 2018.

138. The first proposer of the paper said that he had great dissatisfaction at the

government dragging over the construction of the Western Bypass in Tuen Mun. Although the Hong Kong, Zhuhai and Macao Bridge was opened now and the Northern Link of the Tuen Mun Chek Lap Kok Link would be opened in 2020, works on the Western Bypass in Tuen Mun had not commenced and remained at an investigation stage. He said that the link would undoubtedly facilitate residents and tourists travelling between Hong Kong and other places but there would be more vehicular and pedestrian flow. He worried that the congestion at Lung Mun Road and Wong Chu Road would worsen and hoped that the department could report on the progress of the interim report and listen to Members' views.

139. The representative of the TD had nothing to add.

140. The first proposer of the paper criticised that the department concerned had written letters and did not send any representative to the meeting after many Members submitted papers. He asked whether the HyD had anything to add.

141. The representative of the HyD had nothing to add.

142. The Chairman said that this agenda item would be passed to the Working Group on Tuen Mun External Traffic to follow up.

Working  
Group on  
Tuen Mun  
External  
Traffic

(N) **Request for Improvement to the Traffic Congestion Problem at King Fung Path**  
(TTC Paper No. 92/2018)

143. The first proposer of the paper said that King Fung Path carried one lane for two-way traffic and the LR was given priority in crossing, thus causing traffic congestion during peak hours. Vehicles needed to wait for red lights twice before turning into the Castle Peak Road. There could be as many as twenty vehicles queuing. With the estimated intake of a new housing estate at the beginning of 2020, there would be an increase of nearly 100 parking spaces so the traffic congestion problem would be worsened. As the junction of King Fung Path could not be widened, it was requested to study improvement measures on the time of traffic lights or other improvement measures.

144. Mr MA of the TD said that the TD had paid an inspection of the traffic conditions in King Fung Path and would study the adjustment of traffic control at the junction to ease the vehicular flow during the peak hours.

145. The first proposer of the paper enquired about the time required for the

adjustment of traffic lights at the junction of King Fung Path.

146. Mr MA of the TD said that as it was necessary to strike a balance between the vehicular flows from different directions of King Fung Path. The department were examining the proposal concerned and would contact the first proposer of the paper directly for the proposal concerned.

147. The Chairman requested the TD to contact the councillor of the constituency concerned directly.

TD

(O) **Request for Long Win Bus Route A33X to Stop by Tuen Mun Road Bus-Bus Interchange**  
(TTC Paper No. 93/2018)

148. The Chairman welcomed Mr LAW Yiu-wah, Planning and Support Officer I of the Long Win Bus Company Limited (“Long Win”) to the meeting.

149. The first proposer of the paper and the Chairman requested Mr LAW to directly reply whether the captioned request was feasible.

150. Mr LAW of the Long Win said that as the route A33’s stopping by the Tuen Mun Road Bus-bus Interchange would increase travel time and affect the stability of the frequency, it would take some time for the observation while the Hong Kong-Zhuhai-Macao Bridge had just been opened. The Long Win would note the views first before paying attention to the route with the TD.

151. A Member emphasised that the captioned request needed to be implemented. He also requested that both the inbound and outbound trips of route A33X would stop by the Kin Sang bus stop.

152. The Chairman reminded that the agenda item to be discussed was the request for the Long Win route A 33X to stop by the Tuen Mun Road Bus-bus Interchange.

153. A Member queried that the stopping of A33 by the Interchange would have limited impact on the travel time. However, such suggestion could facilitate all residents in Tuen Mun going to the airport. Otherwise, some residents in Tuen Mun needed to change bus at Tung Chung. He suggested that discussion of this agenda item should continue in order to listen to the Long Win’s explanations about the progress of the study and feasibility.



154. A Member said that TMDC had not been consulted on the provision of a bus stop for route A33 at the Hong Kong Port of the Hong Kong-Zhuhai-Macao Bridge. Now Members' request for route A33 to stop by the Interchange was rejected. She queried the TD's method and schedule of studying the route. She criticised the TD for not providing explanations to the residents in Tuen Mun about the best way to go to the Hong Kong-Zhuhai-Macao Bridge and requested the department to review it again.

155. A Member said that if the Long Win found it necessary to study the arrangement of the route A33 to stop by the Tuen Mun Road Bus-bus Interchange, she requested the Long Win to give a reply at the next meeting.

Working

Group

156. The Chairman said that this agenda item would be passed to the Working Group on Tuen Mun External Traffic to follow up.

on Tuen

Mun

External

(P) **Proposal to Convert Railings of the Footpaths on the Two Sides of Leung Choi Lane (Near Shi Hui Wen Secondary School) into Railings with an Enclosed Design**  
(TTC Paper No. 94/2018)

Traffic

157. A Member said that the impacted area of the captioned suggestion was not great. As Leung Choi Lane was an area with many secondary and primary schools, the department concerned were requested to reply whether the suggestion could be implemented.

158. Mr MA of the TD replied that the TD would consider the provision of railings on pavements based on the consideration of road safety and traffic control. The department had paid an inspection of the location of the proposed railings and were planning the provision of railings on two sides of the pedestrian crossing of Leung Choi Lane near the Shi Hui Wen Secondary School to guide the pedestrian flow to go to the crossing.

Working

Group on

159. The Chairman said that this agenda item would be passed to the Working Group on Traffic Problems within Tuen Mun District to follow up.

Traffic

Problems

within Tuen

Mun District

V. **Reporting Items**

A. **Reports by Working Groups Progress Reports of Working Groups as at 31.10.2018**

(TTC Paper No.95/2018)

***Working Group on Tuen Mun External Traffic***

160. Members noted the paper.

161. A Member said that many residents had demands for the service of route No. 62X. They had been requesting the whole day service of route No. 62X but the TD had said there was no urgency. As one trip of residential coach service from the On Ting Estate to Kwun Tong was cut, they requested the TD to arrange the whole day service of route No. 62X as soon as possible.

162. The Chairman requested the TD to continue to follow up the above agenda item.

163. The Chairman requested the representative of the bus company to reply to the following requests: (i) whole day service of route No. M61; (ii) route No. K51 turning into Sam Shing Street; and (iii) early departure of the inbound trip of route No. 962 from Causeway Bay for the Lung Mun Oasis at 5:30 p.m.

164. Mr WAN of the KMB replied that they had submitted a proposal to the TD for the launch of a short-haul route in the Castle Peak Road going to the Tuen Mun Road Bus-bus Interchange and both parties were discussing the details.

165. The Chairman said that this agenda item had been discussed for more than half year and requested the KMB to submit a written reply at the next meeting.

166. The Chairman said that there was a need for the K51 to turn into the Sam Shing Terminus for connection to the LR and this agenda item would be followed up.

167. Mr LAM of the Citybus said that they had examined the passenger flow of the same series of route 962 and found that most passengers took buses to Tuen Mun from 6 p.m. onwards. The Citybus would review the latest situation again.

***Working Group on Traffic Problems within Tuen Mun District***

168. The Chairman noted the paper.

169. The convener of the working group said that the agenda item “Request for the Vacant Site on the Ground Level of the Tuen Mun Civic Square to Turn back into a Car Park” had been discussed for a long time but the TD did not object or follow up actively. The working group suggested passing it to the Working Group on Development and Planning of Tuen Mun District to continue to follow up.

Working  
Group on  
Development  
and Planning  
of Tuen Mun  
District

170. The Chairman agreed with the above suggestion.

171. A Member said that the working group paid a visit to Lam Tei and Nai Wai some time earlier and found that illegally parked vehicles had caused obstruction to the access of buses. There was similar situation in Ng Lau Road. It was hoped that the police would step up prosecution.

172. Members had no further comments. The Chairman announced that the above two reports of the working groups were endorsed.

**(B) Report by the Transport Department**  
**(TTC Paper No.96/2018)**

173. The Chairman noted the paper.

174. A Member said that a citizen complained to him that there was often luggage obstructing the boarding area on the buses of route No. B2 and that route No. B2 often did not stop at Lam Tei. The problem became especially serious in the evening. It was hoped that the TD would follow up.

175. Mr LEUNG of the TD noted the comments concerned and the department would follow up with the Member directly.

**VI. Any Other Business and Date of Next Meeting**

176. A Member said that routes No. 962, 962A, 962P and 962S used to near the bus stop at the Shun Tak Centre in Connaught Road Central, Sheung Wan during the peak hours in the morning. Recently, the TD had planned that the buses would near the Hong Kong – Macau Ferry Pier Terminus to be implemented on 19 November 2018 on trial basis. The TMDC and the residents in Tuen Mun had not been consulted before hand at all and he could learn about this matter from the paper of the TTC of the C&WDC only. He showed great dissatisfaction at this. As passengers needed to walk for a longer distance to change the MTR and the time for the whole journey would be longer under the new arrangement, most of the residents in his constituency had objections. He

condemned the TD for not consulting the TMDC before hand and requested to shelf the plan and conduct a full consultation first.

177. A Member said that some residents sent emails to the district councilors in the south-eastern areas to reflect that route No. 60M had unstable frequency and lost trips so the residents at the last stop could not get on the buses and became late for work. The KMB were requested to give a reply.

178. A Member said that route No. 962 series affected many areas like Tuen Mun Pier, south-eastern area, Chi Lok and the Castle Peak Road, etc. She criticised the TD for making changes without consulting any TMDC members and requested the TD and the Citybus to provide explanations.

179. The Chairman said that the Citybus got used to making changes without consulting the TMDC.

180. Mr LAM of the Citybus said that the bus stop relocation arrangement was implemented at the request of the TD and the reason should be explained by the TD. The Citybus worried about the negative impact of the bus stop relocation. Now they held a “wait and see” attitude and would put the arrangement on trial basis first.

181. Mr LEUNG of the TD explained that the traffic in the vicinity of the Shuk Tak Centre in Sheung Wan was very busy so the situation of buses nearing the stop was not satisfactory. Therefore, it was proposed to relocate some of the bus stops for special trips during the busy hours in the morning on trial basis. If Members had any comments during the trial period, the department would follow up.

182. The Chairman said that Members now expressed objections and criticised the TD for not conducting consultation. Therefore, Members did not agree with the trial and requested the department to shelf the arrangement.

183. Members made the second round of comments on the agenda item as follows:

- (i) A Member said that the TD should not inform the TMDC only after the trial arrangement was made. Although the relocation was in the Central and Western District, passengers of the routes concerned were residents in Tuen Mun. Therefore, it should not be the C&WDC alone that should be informed. The Member requested that the plan should be shelved;

- (ii) A Member was not satisfied with the TD consulting the C&WDC only. The TD should not take action without any consultation. The Member requested that the new arrangement should not commence on trial basis on 19 November 2018;
- (iii) A Member said the question was that the TD did not conduct any consultation. The Member criticised the government for hoping that plans to be launched could be implemented without consultation. However, the requests of the TMDC were often ignored thus depriving district councils of their consultative and advisory functions;
- (iv) A Member criticised that the TD despised the Tuen Mun District by consulting the C&WDC only instead of informing the TMDC. The plan needed to be shelved first;
- (v) A Member criticised the TD for inadvertently changing the bus routes involving the Tuen Mun District. Route No. P960 was a precedent, which was a grave disrespect to the TMDC and TTC. She said that the representative of the TD attended the meeting of the TMDC but did not help the Tuen Mun District. She said that the role of the TD should be reviewed; and
- (vi) A Member said that similar incidents happened repeatedly and suggested writing to the Chief Secretary for Administration or the Office of the Chief Executive and directly reflected the current difficulties of the district councils, and expressed the dissatisfaction of the district councils for being despised as consultative and advisory bodies.

184. The Chairman asked the Secretariat to write to the Commissioner for Transport this very day to express dissatisfaction at their relocation of the bus stop of route No. 962 series without any consultation. The TTC had unanimous objection and requested the TD to pay attention to the problem as soon as possible and stop the relocation plan. (Post-meeting note: the letter concerned was sent on 16 November 2018.)

Secretariat

185. There being no other business, the meeting was closed at 2:14 p.m. The next meeting would be held at 9:30 a.m. on 18 January 2019 (Friday).

Tuen Mun District Council Secretariat  
File Ref: HAD TMDC/13/25/TTC/18

Date: 15 January 2019