

Minutes of the 10th Meeting of
the Traffic and Transport Committee (2016-2017) of
the Tuen Mun District Council

Date : 28 July 2017 (Friday)

Time : 9:30 a.m.

Venue : Tuen Mun District Council (TMDC) Conference Room

<u>Present</u>		<u>Time of Arrival</u>	<u>Time of Departure</u>
Mr SO Shiu-shing (Chairman)	TMDC Member	9:30 a.m.	End of meeting
Mr YIP Man-pan (Vice-chairman)	TMDC Member	9:30 a.m.	End of meeting
Mr LEUNG Kin-man, BBS, MH, JP	TMDC Chairman	9:30 a.m.	End of meeting
Mr LEE Hung-sham, Lothar, BBS, MH	TMDC Vice-chairman	9:30 a.m.	End of meeting
Mr KWU Hon-keung	TMDC Member	9:30 a.m.	End of meeting
Mr TO Sheck-yuen, MH	TMDC Member	9:37 a.m.	End of meeting
Mr CHU Yiu-wah	TMDC Member	9:30 a.m.	End of meeting
Ms KONG Fung-yi	TMDC Member	9:30 a.m.	End of meeting
Mr NG Koon-hung	TMDC Member	9:30 a.m.	End of meeting
Mr CHAN Yau-hoi, BBS, MH, JP	TMDC Member	9:30 a.m.	End of meeting
Ms WONG Lai-sheung, Catherine	TMDC Member	9:32 a.m.	End of meeting
Mr LAM Chung-hoi	TMDC Member	11:14 a.m.	End of meeting
Mr TSUI Fan, MH	TMDC Member	9:30 a.m.	End of meeting
Ms CHING Chi-hung	TMDC Member	9:30 a.m.	11:56 a.m.
Ms LUNG Shui-hing, MH	TMDC Member	9:30 a.m.	11:55 a.m.
Mr CHAN Man-wah, MH	TMDC Member	9:32 a.m.	End of meeting
Mr CHAN Manwell, Leo	TMDC Member	9:30 a.m.	End of meeting
Mr CHEUNG Hang-fai	TMDC Member	9:30 a.m.	End of meeting
Ms CHU Shun-nga, Beatrice	TMDC Member	9:32 a.m.	End of meeting
Mr TSANG Hin-hong	TMDC Member	9:30 a.m.	11:56 a.m.
Ms SO Ka-man	TMDC Member	10:29 a.m.	End of meeting
Mr MO Shing-fung	TMDC Member	9:30 a.m.	End of meeting
Mr KAM Man-fung	TMDC Member	9:32 a.m.	End of meeting
Mr YEUNG Chi-hang	TMDC Member	9:30 a.m.	End of meeting
Mr YAN Siu-nam	TMDC Member	9:30 a.m.	End of meeting
Mr TAM Chun-yin	TMDC Member	9:30 a.m.	End of meeting
Mr NG Kwai-wah	Co-opted Member	9:34 a.m.	11:52 a.m.
Mr IP Chun-yuen	Co-opted Member	9:30 a.m.	End of meeting
Mr TSANG Tak-lung, Sam (Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department		

By Invitation

Mr. HAR Mung Fei, Philip	Principal Assistant Secretary for Transport & Housing (Transport) 4, Transport and Housing Bureau
Mr. LAM Yun Wah, Donald	Assistant Secretary for Transport & Housing(Transport) 4B, Transport and Housing Bureau
Mr. WONG Chi Kwong, Patrick	Principal Transport Officer/Bus & Railway 2, Transport Department
Mr. CHOW Bing Kay	Senior Engineer/North West, Transport Department
Mr. CHAN Chi Man, Chapman	Senior Transport Officer/Railway 1, Transport Department
Mr. WONG Pui Chung, William	Senior Transport Officer/Boundary/Projects, Transport Department
Mr. HO Kin Sing, Charles	Senior Engineer/Covered Walkway, Transport Department
Mr. LEE Sai Hang, Kenneth	Engineer/Covered Walkway, Transport Department
Mr. TANG Kam Kee	Senior Engineer/CWY1, Highways Department
Mr CHEUNG Chi Keung	Head of Operating – West Region, MTR Corporation Limited
Mr Kevin KIANG	Operations Manager (LR and Bus) , MTR Corporation Limited
Mr KOO Wai Kei	Light Rail Operation Manager, MTR Corporation Limited
Ms Annie LAM	Assistant Public Relations Manager – External Affairs, MTR Corporation Limited
Mr Brian LAM	Assistant Operations Manager, Citybus Limited
Mr LEUNG Tin Jun	Operations Officer, The Kowloon Motor Bus Co. (1933) Ltd

In Attendance

Mr MOK Ka-sing, Mark	Senior Transport Officer /Tuen Mun 1, Transport Department
Miss Flora MA	Senior Transport Officer /Tuen Mun 2, Transport Department
Mr LAU Ka-kin, Marcus	Engineer/Tuen Mun Central, Transport Department
Mr LI Chun-wah	Engineer/Special Duties2/Transport Department
Ms CHING Hoi-ying	Engineer/Housing & Planning/New Territories West, Transport Department
Ms CHAM Suet-ying, Cheryl	Engineer/15 (New Territories West), Civil Engineering and Development Department
Mr MOK Hing-cheung	Administrative Assistant/Lands (District Lands Office, Tuen Mun), Lands Department
Mr LIU Hing-wah	District Engineer/Tuen Mun, Highways Department
Mr WONG Lap-pun	Station Sergeant, District Traffic Team (Tuen Mun), Hong Kong Police Force

Miss CHAN Hoi-ting, Gillian

Assistant District Officer (Tuen Mun)2, Home Affairs
Department

Absent

Ms HO Hang-mui

Mr LAI Yu-lok

TMDC Member

Co-opted Member

I. Opening Remarks

The Chairman extended welcome to all attendees of the 10th meeting of the Traffic and Transport Committee (TTC) (2016-2017), and a special welcome to Miss MA Flora, Senior Transport Officer/Tuen Mun 2 of Transport Department, who attended a TTC meeting for the first time.

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 Tuen Mun District Council (“TMDC”) Standing Orders, decide whether the Member who had declared an interest might speak or vote on the matter, might remain in the meeting as an observer, or should withdraw from the meeting. All cases of declaration of interests would be recorded in the minutes of the meeting.

II. Absence from Meeting

3. The Secretariat had received no applications for leave of absence from Members.

III. Confirmation of Minutes of the 9th Meeting held on 12 May 2017

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

IV. Matters Arising

(A) Provision of Cover to Walkway

(TTC Paper No. 47/2016)

(TTC Paper No. 49/2017)

(Paragraphs 14 – 23 of the Minutes of the 5th Meeting, Paragraphs 18 – 23 of the Minutes of the 6th Meeting, Paragraphs 19 – 26 of the Minutes of the 7th Meeting, Paragraphs 12 – 17 of the Minutes of the 8th Meeting, Paragraphs 13 – 14 of the Minutes of the 9th Meeting)

(Reply from Transport Department)

5. The Chairman said the Secretariat had distributed the written reply of the Transport Department (“TD”) to Members on 26 July 2017. He welcomed Mr HO Kin-sing, Charles, Senior Engineer/Covered Walkway; Mr LEE Sai-hang, Kenneth, Engineer/Covered Walkway of the TD; and Mr TANG Kam-kee, Senior Engineer/CWY1 of the the Highways Department (“HyD”) to the meeting.

6. The Chairman further said that the TD and the HyD held a briefing session on 28 April 2017 to report to Members on the progress of the agenda item. The departments were

conducting assessments on the proposals raised by Members in the briefing session.

7. Mr LEE of the TD said that the department had carried out assessments on the different Tuen Mun walkway alignment proposals and had listed out the average pedestrian flow between 7 to 9 a.m. for reference purpose. The department put the five proposals (proposals 2, 4, 9, 12 and 14) for which the length of the covers was between 100 and 220 metres at the beginning of the list for easy reference upon reviewing Members' proposals raised in the briefing session on 28 April. On the other hand, some locations in the proposals were not connected with any rail station or public transport interchange, or not within the scope of maintenance by the TD or the HyD, and were thus not included in the project. He requested Members to select three proposals and assign their priorities, so that the department could start the work as soon as possible.

8. The Chairman said that as the TD wished the TTC to select three out of 15 proposals (with priorities), he suggested to select the three proposals by voting.

9. A Member requested the Chairman to clarify whether there was a total of 15 nominations that could be selected. He said Proposal 14 was given by him, in which the location was a public transport interchange for taxis and public light buses which would benefit many residents, and suggested Members to consider his proposal.

10. The Chairman clarified that there was a total of 15 proposals, out of which Members could select three at most. No Member objected to the voting arrangement. The Chairman then asked the Secretary to distribute voting forms and arrange for vote counting.

11. The Chairman said the Secretariat had issued 30 voting forms and received 25 returning forms. After vote counting, the three proposals that obtained the highest number of votes were Proposal 2 (16 votes), Proposal 15 (15 votes) and proposal 14 (10 votes).

Transport
Department
Highways
Department

V. New Discussion Items

(A) The carrying Capacity of the Light Rail ("LR")

(TTC Paper No. 39/2017)

(Written Reply from MTR Corporation Limited)

Opposing the Light Rail Route Rationalisation Proposal

(TTC Paper No. 41/2017)

Opposing the Proposal of Cancellation of LR Routes 614 and 615
(TTC Paper No. 43/2017)

12. As the contents of the above three papers were related, the TTC agreed to discuss them together.

13. The Chairman reported that the MTR Corporation Limited (“MTRCL”) had submitted a written reply before the meeting and referred Members to Paper No. 1 which was distributed in the meeting. He welcomed Mr HAR Mung-fei, Philip, Principal Assistant Secretary for Transport & Housing (Transport) 4; Mr LAM Yun-wah, Assistant Secretary for Transport & Housing (Transport) 4B of Transport and Housing Bureau (“THB”); Mr WONG Chi-kwong, Patrick, Principal Transport Officer/Bus & Railway 2, Mr CHOW Bing-kay, Senior Engineer/North West and Mr CHAN Chi-man, Chapman, Senior Transport Officer/Railway 1 of TD; Mr CHEUNG Chi-keung, Head of Operating – West Region, Mr Kevin Kiang, Operations Manager (LR and Bus), Mr Koo Wai-kei, LR Operations Manager, and Ms Annie LAM, Assistant Public Relations Manager – External Affairs of MTRCL to the meeting.

14. Mr HAR of THB gave the following supplementary explanations on the Public Transport Strategy Study.

- (i) The Government published the Public Transport Strategy Study in June this year, and the chapter related to the LR had been distributed to Members of TTC after the publication of the report. The main points of the chapter included the exploration of ways of increasing the carrying capacity of the LR to meet passengers’ demand, the strengthening of the role of LR and the proposals on the short-, medium- and long-term measures for raising the level of service provided by the LR. The Bureau welcomed members’ opinions on the measures;
- (ii) The Government was very concerned with the public transport services in Northwest New Territories. At present, the loading of both the West Rail and the LR was very high, so they intended to apply to the Legislative Council for funding a detailed study on the feasibility of constructing a heavy rail to connect Northwest New Territories with the urban areas. The construction of a heavy rail in Northwest New Territories would greatly alleviate the pressure of the existing West Rail. However, constructing a heavy rail was a long-term plan and before it was built, West Rail remained the main public transport to connect Northwest New Territories with the urban areas whereas the LR remained the main public transport for connecting to the West Rail. The Government was aware of the high loading

of the LR and hoped to increase the carrying capacity of LR through a multi-pronged approach;

- (iii) It had been nearly 30 years since the completion of the LR in 1988, and the number of Light Rail Vehicles (LRVs) had shot up as compared with that of 30 years ago; simultaneously, the population of Northwest New Territories increased so rapidly that all the routes of LR were heavily congested and the LR network was also very busy. THB and MTRCL conducted an assessment and located 11 busy junctions of the LR network at which conflicts among pedestrians, vehicles, and railways were common.
- (iv) The Government and MTRCL had made improvements through various measures, such as increasing the 600 trips per week to 21,000 trips per week, improving platform management, introducing short-haul special service and increasing the number of coupled-set LRVs, and improving the Phase 1 layout and design of LRV compartments to increase the capacity by 10% in order to alleviate the crowded condition of the LR. In addition, MTRCL had said it would try providing as many coupled-set LRVs as possible (as long as operational facilities and resources were available) in the meeting of the Subcommittee on Matters Relating to Railways under the Panel on Transport of the Legislative Council in February this year;
- (v) The Public Transport Strategy Study had proposed short-, medium- and long-term recommendations to solve the above problems. As a short-term solution, TD would adjust the traffic light signals of certain busy junctions to slightly shorten the journey time of LRVs. The relevant works could be completed in a few months. In addition, MTRCL had ordered 40 new LRVs, of which 30 would replace the existing Phase 2 LRVs and the remaining 10 would be additional ones. However, the current LR network was extremely busy and the LR system became congested. If effective diversions were not implemented concurrently with the increase in LRVs, the LR system would only become more congested (affecting the operational efficiency and frequencies) and the overall carrying capacity could not be effectively increased. The objectives of rationalising some of the LR Routes were to deploy LRVs to some sections of individual LR routes with higher patronage for increasing the carrying capacity; to eliminate traffic congestion at some road sections and run the LR service smoothly; to enhance the capability of increasing the number of LRVs and the effectiveness of the 10 additional LRVs.

The TD and MTRCL would give further explanation later regarding the rationalisation of the routes;

- (vi) The medium-term measure was undertaking a study on design improvements for busy junctions. In addition, the Bureau had considered the suggestions of building overhead or underground LR tracks, but they were technically difficult (and almost impossible) to carry out. However, the Bureau would continue to fight for resources to conduct an assessment on the feasibility to separate LR tracks from roads/footpaths on the 11 busy junctions. The Government would look into ways of improving the long-term operation model of the Yuen Long Main Road of the LR, under consideration was the proposal to divert one of the two LR tracks; and
 - (vii) The LR network covered Tuen Mun and Yuen Long. The Government would assess the various measures in light of the improvement of the overall operational efficiency of the LR and hoped that they could benefit the residents of both districts at the same time. He welcomed Members to give comments on all the measures and indicated that the Government and the MTRCL would definitely give an in-depth consideration to Members' comments.
15. Mr WONG of TD explained the paper as follows:
- (i) Through the above short-, medium- and long-term measures, both the Government and MTRCL hoped that the LR could continue to function as the main transport means for both Tuen Mun and Yuen Long, so that the overloaded service of heavy rail could be eased;
 - (ii) Route Nos. 610, 614 and 615 were three cross-district LR routes connecting Yuen Long and Tuen Mun, their passengers had to interchange at the LR Siu Hong Stop. The southbound trips of the three routes all started from Siu Hong and then travelled to various areas of Tuen Mun, whereas their northbound trips converged at Siu Hong and then headed towards Yuen Long. Thus, they completely overlapped in Yuen Long district no matter in terms of passengers, junctions and the LR timetable. In this regard, the Government and MTRCL had carried out an assessment of the impact on passengers, including the number of passengers travelling from Tuen Mun via Shiu Hong to Yuen Long. MTRCL would explain the statistics in detail later. As a consequence, the Public Transport Strategy Study proposed to cancel Routes 614 and 615 and introduce the new LR Route No. 610P

that connected Siu Hong Stop and Yuen Long Terminus of the LR and deploy more LRVs to run Route No. 614P and 615P which took passengers around Tuen Mun and Siu Hong. MTRCL would explain the interchange arrangements and their advantages; and

- (iii) On condition that the infrastructure remained unchanged, the Government would like to discuss the subject proposal with the local people in a bid to run the LR service smoothly.

16. Mr CHEUNG of MTRCL supplemented that the existing LR network was very busy. If its operating efficiency was not enhanced by adopting some measures, the benefits conferred by the increase in LRVs might not be significant; the opposite effects of prolonging journey time and passengers' waiting time might even occur. He emphasized that the LR Route Rationalisation Proposal did not involve any cutting down of LR resources, instead it would improve the current LR service and even out the overall standard of LR's service performance. MTRCL was willing to listen to district opinions and hoped that Members could offer opinions without reservation.

17. Mr. KEUNG of MTRCL introduced the Route Rationalisation Proposal, see **Annex 1**.

18. The first proposer of TTC Paper No. 41/2017 said the THB, TD and MTRCL had misled the residents with some seemingly true data in order to support the LR route rationalisation proposal. The LR service had not been as satisfactory as desired and the TTC had been striving to increase the LR frequencies and LRVs. Hence, the short-term improvement measures proposed by the Bureau should have been introduced long ago, rather than rolling out together with the route rationalisation proposal. He also queried how the triangular-shaped Siu Hong platform could accommodate the gigantic crowd of passengers interchanging there and was worried about the happening of accidents. On the other hand, he suggested constructing a LR stop at Yan Tin Estate, as the Estate would soon be completed for population intake. Lastly, he strongly objected to the cancellation of Routes 614 and 615 and the cutting down of one LRV for each of the Routes 505 and 507 and requested the Bureau and the MTRCL to (i) call off the LR Rationalisation Proposal; (ii) strive to improve the existing LR service with goodwill; (iii) account for the future treatment of the ten additional LRVs; and (iv) improve the traffic lights as soon as possible.

19. The first proposer of TTC Paper No. 43/2017 said the LR commenced service in 1988. The Government had proposed to cancel Routes 614 and 615 in 2003, which met strong objection from the local people. After many years, the Government re-introduced the proposal, which made many residents worry as they did not want to lose the LR routes connecting directly to Yuen Long. At present, it took about 9 minutes to wait for a Route 615 train at the LR Leung King Stop. After rationalisation, it would take 5 to 6 minutes to wait for a Route 615P train to go to Siu Hong, and then it would take another 3 minutes to wait for a Route 610P train to interchange to Yuen Long; that is, the total waiting time was not shortened. The survey conducted at the LR Siu Hong Stop in mid-June of this year revealed that Routes 610, 614 and 615 all had patronages of over 100 passengers. She reckoned that the new route, 610P, could not pick up all the interchanging passengers of those 3 routes; thus, some passengers had to wait for a long time for boarding 610P. In general, the overall waiting time would be longer than the present arrangement, and it added inconvenience to the old and the physically disabled as they had to take another vehicle for interchange. The Bureau proposed route rationalisation due to the overlapping of Routes 614 and 615. However, she reckoned that many of the urban bus routes also overlapped to a certain extent; therefore, she considered the Bureau's overlapping rationale unconvincing. She objected to the cancellation of Routes 614 and 615 and the cutting down of one LRV for each of the Routes 505 and 507.

20. The Chairman said that the crux of the LR problem was insufficient frequency and LRVs. Therefore, MTRCL must procure more LRVs. He then invited Members to make comments and raise questions, and afterwards, he would deal with the proposed motions and two amended motions in respect of this agenda item.

21. Members made the following comments and enquiries:

- (i) A Member said that the Tuen Mun LR service had always been inadequate. Over the years, she had repeatedly urged for improvements. MTRCL would order 40 new LRVs, of which 30 would replace the existing Phase 2 LRVs, so leaving just 10 additional ones, which in no way, could cope with the rising population of Northwest New Territories. Currently, LR's loading kept at a high level, MTRCL did not keep on procuring LRVs to solve the problem; on the opposite, it even proposed to cancel some existing routes and reduce the number of LRVs. She conducted a questionnaire survey in the district from 9th to 22nd of June and collected 2,718 letters objecting to the LR route rationalisation proposal. It proved that the rationalisation proposal contradicted the wishes of the public. The

aforesaid letters were forwarded to TD and MTRCL on 24 July. Since the LR was put into service, Routes 614 and 615 were split to create 2 more routes - 614P and 615P, which caused problems like uneven LR frequencies and so on. It was a proof of the authority's failure in its route rationalisation policy. The present proposal would cause inconveniences to the elderly, the physically disabled and the wheelchair users; so, she objected to the cancellation of Routes 614 and 615, and the cutting down of one LRV for each of the Routes 505 and 507. She urged the Government not to sacrifice the interests of the Tuen Mun citizens and strongly demanded MTRCL to provide coupled-set LRVs service, as well as increasing the frequency of service.

- (ii) A Member said although the West Rail had shared the burden of the LR, given the current 99% capacity of the West Rail, many residents of Siu Hong had to wait a long time to board a train; with the gradual developments in Hung Shui Kiu, Lam Tei and area 54 of Tuen Mun, the population would rise continuously to increase the burdens of the LR. In spite of the repeated pledges of TD and MTRCL to improve the LR service, the issues of inadequate LRVs and busy junctions still existed. The council had proposed to build the LR Pui To Stop overhead at the time when LR Route 614 began to serve the public in 1992; unfortunately, the Bureau did not implement the proposal until the construction of the West Rail. Up till now, the traffic condition of Pui To Road had been very smooth, it proved the farsightedness of the District Councillors. At present, people were found competing with vehicles and LR on the Yuen Long Main Road, indirectly disrupting the Tuen Mun LR operation; therefore, the Bureau must consider the long-term improvement plans (such as building overhead LR tracks) instead of only relying on the rationalisation of routes. Furthermore, he reckoned that the Government accounted for the LR matters more often in the Legislative Council and conducted less consultation with District Councils (DCs), which made it difficult for the Members without political affiliation to become aware of and give comments on the matter;
- (iii) A Member said Tuen Mun had a population of a few hundred thousand, new buildings in Hung Shui Kiu and Yan Tin Estate would soon be completed for population intake. The residents in the district mainly relied on the LR for interchanging to the heavy rail and the tremendous burden of LR was anticipated, and hence, TTC had repeatedly urged the TD and MTRCL to increase the LR frequencies and the LRVs. Nevertheless, the Bureau did not step up the LR

service; on the contrary, it proposed the route rationalisation plan which was actually a measure of cutting resources. All such acts of the Bureau exhibited its neglect of the needs of the Tuen Mun residents. Besides, when MTRCL constructed the West Rail, its proposal regarding LR Route 506 was to temporarily suspend it for giving way to the Interchange Bus Route 506; however, Route 506 was not changed back to a LR route, which proved that the promises given by the Government and MTRCL could not be relied upon. She strongly objected to the cancellation of Routes 614 and 615 and the cutting down of one LRV for each of the Routes 505 and 507.

- (iv) A Member commented that LR's arrangement was unsatisfactory - the interval between trains was uneven for Routes 614, 615, 614P and 615P, some longer and some shorter. Thus, MTRCL should improve the LR system as soon as possible, rather than giving a mere proposal of rationalising some LR routes and watching the residents bear the consequences of its poor system. Furthermore, she foresaw a large number of Tuen Mun residents would take Route 610 if Routes 614 and 615 were cancelled, which would overload the capacity of Route 610. Therefore, she strongly objected to the cancellation of Routes 614 and 615 and the cutting down of one LRV for each of the Routes 505 and 507;
- (v) A Member said a serious traffic accident had happened on Tsing Lun Road in which a dump truck and a taxi were overturned when they collided with a LRV. It was almost 30 years since the LR was put into service and a few deaths had occurred just for the Tuen Mun section. The LR drivers had to pay extra attention in driving along area 54 of Tuen Mun, San Hing Road and Hung Shui Kiu because they were fast developing with rising population and the LR routes there were very busy. He urged the Bureau to continue with the study on building overhead or underground LR tracks to solve the problem of people competing with vehicles on the road and hence reducing the chance of accidents. He also urged the Bureau to reserve space for the widening of Castle Peak Road to ease the traffic flow;
- (vi) A Member said both LR Routes 614 and 615 connected Tuen Mun and Yuen Long; if they were cancelled, the residents would be forced to interchange at the Siu Hong Stop, which would be extremely inconvenient for them. If the rationalisation plan was implemented, it was guessed that Route 610 or 610P would depart from platform No. 3, near which were pedestrian passing places connecting to the commercial arcades and Phase 3 and 4 of Siu Hong Court with

heavy pedestrian flows. Hence, accidents were apt to happen if there were many LRVs passing the said busy pedestrian passing places. Besides, the population intake of Yan Tin Estate would soon take place, developers also planned to construct buildings containing 4,000 to 5,000 flats near the Siu Hong Stop; together with passengers coming from all around Tuen Mun for interchanging at Siu Hong, it was not hard to project the extreme overburden that the Siu Hong Stop had to bear. He also queried why the MTRCL must supplement the resources of Route 610P by cutting those of Routes 505 and 507 - it was suspected the whole rationalisation plan was actually inadequately funded. He had gauged residents' opinions and collected over a thousand signatures from the residents who opposed the proposal; thus, he strongly objected to the LR route rationalisation proposal.

- (vii) A Member said Routes 610, 614 and 615 were the main routes connecting Tuen Mun and Yuen Long, but the Bureau proposed to cut one of them; many residents showed strong discontent about it. The residents did not concur in raising the LRV loading by improving the layout and design of the LRV compartments either, since it was virtually cutting down the seats in the compartments of the LR. Since the Bureau proposed the route rationalisation plan because of inadequate LRVs, busy roads and crowded platforms of the LR, why the Bureau skipped the direct solution to those problems but proposed route rationalisation instead. Although MTRCL would order 40 new LRVs, just 10 were additional ones (the other 30 would be replacements), which were definitely insufficient to satisfy the future needs of Tuen Mun District. For the improvement of busy roads, the Bureau might draw reference from the overhead railway network of Okinawa and conduct a study on the construction of overhead LR tracks. MTRCL should also explore the feasibility of extending the platforms and enlarging their areas. She strongly objected to the subject proposal and urged the Bureau to consider Members' comments cautiously;
- (viii) A Member anticipated that the cancellation of Routes 614 and 615 would increase the burden of Routes 610 and 751P and that the whole rationalisation plan would also create pressure for the staff of the MTRCL. Therefore, he opposed the rationalisation plan and asked for the increase in LRVs, as well as an increased proportion of coupled-set LRVs during busy hours. He also requested the TD and MTRCL to consider the comments of all the stakeholders including the Tuen Mun and Yuen Long District Councils. Furthermore, Routes 705, 706 and 761P of Yuen Long and Tin Shui Wai were using coupled-set LRVs, whereas Tuen Mun

was still using single-set LRVs, which was unfair to Tuen Mun;

- (ix) A Member commented on the inadequate LR service and the crowded situation of Route 505; hence, the residents of Shan King and the rest of Tuen Mun all wished to have increased LR frequency. Besides, the additional LRVs were just 10 in number, which could not satisfy the needs of Tuen Mun and Yuen Long at all. He also doubted if the rationalisation plan could really enhance the stability of the LR system. As the THB had said that it did not have any asserted standpoint and was willing to listen to opinions, he hoped it would reassess the entire proposal and consider introducing double-deck LR in Hong Kong; and
- (x) A Member said Routes 614 and 615 covered most parts of Tuen Mun, including Leung King, Tin King, Po Tin, Tai Hing, On Ting, Yau Oi, Wu King and Butterfly Estate; if those two routes were cancelled, a large number of residents had to interchange at Siu Hong Stop, which would be especially inconvenient to the elderly and the physically disabled. Despite that the MTRCL claimed that it would assist the needy passengers in boarding and alighting from the LRVs, in reality such assistance was rare. Furthermore, Routes 505 and 507 provided feeder service to the West Rail for the residents of many sub-districts, reducing their frequencies and cutting down their resources would bring grave impacts to the transport service of the areas involved. He naturally desired for improved LR service, but as the residents were facing the inadequacies of LRVs and coupled-set LRVs, he opposed the LR route rationalisation proposal.

22. The Chairman said as a majority of Members opposed the LR route rationalisation proposal, he suggested to have the agenda item followed up by the Working Group on Traffic Problems within Tuen Mun District, and the TTC would keep in touch and exchange opinions with the Bureau and the MTRCL. But he would not object if Members consider it unnecessary to pass the agenda item to the Working Group for following up.

23. Members made the following comments and enquiries in the second round of discussion:

- (i) A Member said it was unnecessary to pass the agenda item to the working group for following up;
- (ii) A Member said the THB had undertaken to improve the traffic lights of the LR and

to study the feasibility of building overhead LR tracks; however, THB and the MTRCL rolled out the route rationalisation plan before they had completed the said improvement work and study. Not only would the rationalisation plan fail to shorten the waiting time for residents, it would even cause inconvenience to the physically disabled. The crux of the LR problem was insufficient frequency of service. At the LR Tuen Mun Stop, it was common that only after the lapse of two to three trains of Route 505 or 507 that a resident could manage to board it; such issue could not be solved by a simple method of route rationalisation. He urged the Bureau to examine the actual operation of the LR and consider a long-term solution, such as building overhead LR tracks. He also looked forward to the early completion of the West Rail South Extension. Besides, if Members unanimously opposed the subject proposal, then it would be unnecessary to pass the agenda item to the working group for following up; and

- (iii) A Member said developments in Tuen Mun, Yuen Long and Tin Shui Wai were expanding and populations were rising; but the THB and MTRCL had not striven to improve the traffic condition of the Northwest New Territories. It was hoped that the Bureau and MTRCL could review the overall ancillary transport facilities of that region in the coming years. Before rolling out the route rationalisation measure, the Bureau should first of all, carry out the improvement work including easing the busy junctions, studying the feasibility of building overhead/underground LR tracks, increasing the frequencies of Routes of 505 and 507 and putting the ten additional LRVs into service as soon as possible. He had reservation about the subject proposal and hoped the Bureau would re-study and reassess it.

24. Mr HAR of THB said since the commencement of the LR service in 1988, the routes had been increased from 6 to 12, and the LRVs from 70 to 140. The Bureau was aware of the increasing population of Northwest New Territories, which would make the LR even more crowded. The Government knew the crowded situation of the LR and knew that only relying on the increase of LRVs could not solve the problem, and therefore, she and the MTRCL hand in hand studied all the ways that could raise the carrying capacity of the LR and passed the subject proposal for discussion in the DCs. The Government noted Members' views on the LR route rationalisation proposal. The Bureau and the MTRCL would continue to evaluate whether the subject proposal might be modified to incorporate the district opinions and hoped to maintain communication with all Members. He stressed

that the objectives of the subject proposal were to raise the carrying capacity of the LR, to eliminate traffic congestion at some road sections, to run the LR service smoothly and to enhance the capability of increasing the number of LRVs. The additional LRVs ordered by MTRCL would be successively delivered to Hong Kong starting from 2019; but if they (the added resources) were used in the already busy LR system, it would only aggravate the LR congestion. The Bureau and MTRCL intended to make good use of the additional ten LRVs through resource allocation and route rationalisation, as proposed in the route rationalisation plan. Under the route rationalisation plan, the resource put in for vehicles on the whole would not be lowered, the ten additional LRVs were even attributed as added resources. The Bureau comprehended the importance of the LR to the Tuen Mun and Yuen Long districts and hoped to maintain communication with the DCs; all proposals would not be implemented until the Bureau had fully communicated with the districts concerned.

25. Mr. WONG of the TD said they had not underestimated the difficulty in carrying out the LR route rationalisation proposal. The proposal was meant to give the public an impetus to discuss about the necessity of improving the operational efficiency of the LR and collect views from the stakeholders to optimise the rationalisation project. TD noted the comments raised by Members. The suggestions about building overhead or underground LR tracks took a long period to study and plan; currently, the Government just wanted to explore the room and feasibility for adjusting the LR routes through district discussions. Keeping Routes 614 and 615 during busy hours or introducing short-haul special service in the school areas of Tuen Mun, for instance, was worth a discussion. On the other hand, unsatisfactory results would be expected if the additional LRVs were assigned to run the overlapping LR routes. He reiterated that the objectives of the subject proposal were to increase the operational efficiency and the carrying capacity of the LR in the near future.

26. Mr KU of MTRCL said since the LR was put into service in 1988, the number of LRVs had doubled, but the length of tracks had not been increased. If MTRCL increased the number of LRVs or frequency further, it would only aggravate the problem of congestion and prolong passengers' waiting time; it was not the most ideal solution to the problems. MTRCL would order ten new LRVs and intended to raise the standard of the LR service; but, to maximise the benefits of those new resources, the existing LR operation system must be improved first. MTRCL's principle behind the route rationalisation plan was adding resources to the LR service, including LRVs, manpower and ancillary facilities. Although the cross-district LR routes connecting Yuen Long and Tuen Mun would be cut down from three to two, the total number of vehicles and frequencies did not drop, but rise

instead. The service provided by Routes 614P and 615P were also improved accordingly, which was conducive to a raise of LR's carrying capacity. MTRCL comprehended many Members' worries on the interchange service at the Siu Hong Stop. In reality, after route rationalisation, it was projected that the number of new passengers requiring interchange was meagre. Moreover, Siu Hong Stop was not a small-scale interchange platform, passengers could interchange there to the West Rail or different LR routes, it had adequate space to accommodate the interchanging passengers and had barrier-free access too. To tie in with the route rationalisation, MTRCL would enhance the facilities of Siu Hong Stop and increase manpower for keeping passengers' order at the platforms, and would also enhance the barrier-free facilities if practicable. On the other hand, after route rationalisation, the frequency of Route 610 would be increased, and it would be more convenient for the Tuen Mun residents travelling to and from the Tuen Mun Hospital. Many drivers reflected that the current LR system was congested and the traffic flow was not smooth; the LR route rationalisation proposal would enable the LR to operate smoothly and help relieving the pressure encountered. MTRCL hoped to enhance the LR's operating and service efficiency through rationalising the LR routes of Tuen Mun and Yuen Long in a bid. It was willing to listen to Members' opinions.

27. Members made the following comments and enquiries in the third round of discussion:

- (i) A Member said as the population of Tuen Mun District kept growing, the Bureau should improve the LR service as soon as possible. He/she requested the Bureau to re-examine and review the proposals and then passed the revised proposals to the Chairperson of the TTC, who would then arrange a forum or another form of meeting in which participants might exchange opinions with the representative(s) of the Bureau;
- (ii) A Member urged the Bureau to immediately withdraw the proposals and urged the Government to act in accordance with the wishes of the public;
- (iii) A Member said the Bureau should present reviewed and revised proposals to the TMDC for discussion;
- (iv) A Member said that it would be a passive approach for the Government to unilaterally draft the LR improvement proposal, to which Members could only give responses. He suggested that the TTC forward Members' opinions to the Government and the MTRCL, and then all parties together would discuss ways of

optimizing the LR system in order to conduct council business more efficiently. In addition, as many Members had indicated opposition to the present LR rationalisation proposal, there was no room for its further discussion;

- (v) A Member considered it unnecessary to pass this agenda item to the working group for handling and if the Bureau or the MTRCL had any new proposal, it could be directly passed to the TTC for discussion;
- (vi) A Member said that although the captioned proposals were not ideal, the TTC should continue communicating with the Bureau and the MTRCL;
- (vii) A Member said that the TTC had offered suggestions of improvement to the MTRCL on many occasions, but they were not valued by the latter. The MTRCL had always employed a delaying tactic, which built up a certain level of resentment of the Council towards it. In the past, the THB rarely sent a representative to the meetings of the TTC and the many enquiries from the TTC to THB on the progress of the West Rail South Extension were unanswered. Tuen Mun District must eventually face the fact of population increase; nonetheless, before this LR rationalisation proposal was published, the DC had never been consulted upon. The proposal was unilaterally drafted by the Government and as a result, it went against the demand of the public for increasing the LRVs. He viewed that this agenda item should be followed up by the TTC and requested the THB to send a representative to the meeting;
- (viii) A Member viewed that the MTRCL must first implement the suggestions of Members before there was any room for further discussion on the LR rationalisation proposal;
- (ix) A Member proposed to call a special meeting for the THB, the MTRCL and the TTC to jointly discuss on the ways to rationalise the LR routes and the feeder service; and
- (x) A Member suggested the THB to re-study the relevant proposals and provide the following information for Members' reference: (i) disregarding resource limitations, the most ideal planning for the LR service from Tuen Mun to Yuen Long, including the number of LRVs and the volume to capacity ratio; (ii) the difficulties and limitations of the LR rationalisation proposal in reality; (iii) a

detailed explanation of the advantages and disadvantages to Tuen Mun District under the rationalisation proposal, to facilitate Members' decision making; and (iv) the vision of development of the LR in the next 5 years and 10 years respectively.

28. The Chairman said the TTC must maintain communication with the Government in order to implement the LR improvement proposal; nevertheless, he respected Members' opinions.

29. The Chairman proceeded to deal with the motions proposed by Members during the discussion of the paper. He said Mr TSUI Fan had proposed a motion before the deadline, which was seconded by Ms LUNG Shui-hing and Mr MO Shing-fung. Thereafter, the Secretariat received two amended motions; one was proposed by Ms WONG Lai-sheung, Catherine and seconded by Mr YAN Siu-nam, the other was proposed by Mr CHAN Man-wah and seconded by Mr TSANG Hin-hong and Ms CHING Chi-hung. The above motion and amended motions had been distributed to Members by email before the meeting.

30. The Chairman said further that according to the TMDC Standing Orders, any amendment to a motion must first be approved by the TTC (by voting if necessary) before it (regardless of whether or not it had to be amended) was submitted to the TTC for voting. Therefore, he requested Members to first consider whether or not to pass the proposed amended motions. If the amended motions were accepted, the TTC could then vote on them. If the amended motions were subsequently adopted by voting, then Members did not have to vote on the original motion; otherwise, the TTC would have to conduct voting on the original motion.

31. The Chairman requested the Secretary to read out the motion and the two amended motions and explain the voting procedure.

32. The Secretary said the Secretariat had received one original motion and two amended motions as follows:

Original motion

The Traffic and Transport Committee of the Tuen Mun District Council strongly

objected to the cancellation of Light Rail Routes 614 and 615 and the cutting down of one Light Rail vehicle for each of the Routes 505 and 507.

Proposed by: Mr TSUI Fan

Seconded by: Ms LUNG Shui-hing and Mr MO Shing-fung

Amended motion

The Traffic and Transport Committee of the Tuen Mun District Council strongly objected to the cancellation of Light Rail Routes 614 and 615 and the cutting down of one Light Rail vehicle for each of the Routes 507 and 505 as proposed in the Light Rail route rationalisation proposal, and requested the MTR Corporation Limited to purchase new vehicles.

Proposed by: Ms Catherine WONG

Seconded by: Mr YAN Siu-nam

Amended motion

The Traffic and Transport Committee of the Tuen Mun District Council strongly objected to the cancellation of Light Rail Routes 614 and 615 and the cutting down of one Light Rail vehicle for each of the Routes 507 and 505 as proposed in the Light Rail route rationalisation proposal, and requested the MTR Corporation Limited to purchase additional Light Rail vehicles, increase the frequency of the Light Rail routes and use Coupled-set Light Rail Vehicles in all of the Light Rail trains.

Proposed by: Mr CHAN Man-wah

Seconded by: Mr TSANG Hin-hong and Ms CHING Chi-hung

33. The Secretary then explained the voting procedure:

- (i) He said that according to the TMDC Standing Orders, the TTC should foremost, deal with the amended motions by deciding whether to accept one of the amendments or rejecting both amendments. As for the order of voting, the amended motion bearing an earlier receipt date would have priority, and so, Ms Catherine WONG's amended motion would be put to the vote first, followed by that of Mr CHAN Man-wah;
- (ii) He said when a Member voted on the amended motion proposed by Ms Catherine WONG, he might vote in favour of it to accept it; if a Member chose to accept the

amended motion proposed by Mr CHAN Man-wah, then he should vote against Ms Catherine WONG's amended motion. Once the amended motion proposed by Ms Catherine WONG was passed, the TTC would not proceed to put Mr CHAN Man-wah's amended motion to the vote;

- (iii) He said if the voting result indicated the acceptance of Ms Catherine WONG's amended motion, then the TTC would not proceed to put Mr CHAN Man-wah's amended motion to the vote. And the final procedure would be voting on the amended motion of Ms Catherine WONG (to be exact, it was proposed by Mr TSUI Fan and amended by Ms Catherine WONG);
- (iv) He said if the voting result indicated that Ms Catherine WONG's amended motion was defeated, then the TTC would proceed to conduct voting on the amended motion proposed by Mr CHAN Man-wah. If the voting result indicated that Mr CHAN Man-wah's amended motion was accepted, then the final procedure would be to put it to the vote (to be exact, it was proposed by Mr TSUI Fan and amended by Ms Catherine WONG). If Mr CHAN Man-wah's amended motion was also defeated, then the TTC would proceed to conduct voting on the original motion proposed by Mr TSUI Fan; and
- (v) He said that if the voting result indicated that both amended motions of Ms Catherine WONG and Mr CHAN Man-wah were not accepted, then the TTC would proceed to conduct voting on the original motion proposed by Mr TSUI Fan.

34. A Member enquired whether the amended motion proposed by Mr CHAN Man-wah was an amendment to the amended motion proposed by Ms Catherine WONG.

35. The Secretary said that the amended motion proposed by Mr CHAN Man-wah was an amendment to the original motion proposed by Mr TSUI Fan. In addition, the Secretariat had received a notice of voting authorization from Mr LEUNG Kin-man who had authorised Mr YIP Man-pan as his voting proxy.

36. In accordance with Order 20 of the TMDC Standing Orders, the TTC conducted voting on the amended motion proposed by Ms Catherine WONG. The counting of votes revealed that 7 Members voted in favour, 13 opposed, and 0 abstained; the TTC resolved

not to accept the amended motion.

37. The TTC proceeded to conduct voting on the amended motion proposed by Mr CHAN Man-wah. The counting of votes revealed that 26 Members voted in favour, 0 opposed, and 0 abstained; the TTC resolved to accept the amended motion.

38. The TTC proceeded to conduct voting on the motion proposed by Mr TSUI Fan and amended by Mr CHAN Man-wah. The counting of votes revealed that 26 Members voted in favor, 0 opposed, and 0 abstained; the TTC resolved to adopt the amended motion.

39. Members made the following comments in the fourth round of discussion:

- (i) A Member demanded another special meeting to discuss about the operational arrangement of the Tuen Mun LR;
- (ii) A Member said the Government and the MTRCL should listen to district opinions and explore other ways of improving the LR service; and
- (iii) A Member asked the Bureau to state its vision on the LR development for the coming ten years.

40. The Chairman concluded that the Government and the MTRCL must continue to discuss this issue in the next meeting, and suggested the TTC to talk things over with the Bureau and the MTRCL.

(B) Latest Local Public Transport Arrangements at the Hong Kong Bounary Crossing Facilities of the Hong Kong-Zhuhai-Macao Bridge
(TTC Paper No. 40/2017)

41. The Chairman welcomed Mr WONG Pui-chung, William, Senior Transport Officer/Boundary/Projects of Transport Department to the meeting.

42. Mr WONG of the TD reported that a representative of the department had attended a meeting of the TTC in November last year to explain the local public transport proposal for the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port (“HKBCF”). The department had also conducted consultations with the Legislative Council, the TTC of various districts and the other stakeholders in respect of the proposal. In addition, the Government had earlier on announced that the completion of the works of the Southern Connection of

the Tuen Mun - Chek Lap Kok Link (“Southern Connection”) could not tie in with that of the main bridge of Hong Kong-Zhuhai-Macao Bridge (“HZMB”), so the local public transport arrangements would have to be amended accordingly.

43. Mr WONG of the TD continued to say:

- (i) In principle, the department would keep the proposal of changing the A-series airport bus to go along the Southern Connection towards the HKBCF and designating the airport as the bus terminus. However, the HyD announced on 17 March this year that according to the progress reports of the contractor, barring unforeseen circumstances, the Southern Connection would be completed in the first half of 2019 at the earliest. Therefore, when the HZMB was open to traffic, all vehicles travelling between HKBCF and Lantau Island must use the existing roads of the Airport Island. Under these circumstances, when the HKBCF was initially open to traffic, the A-series airport bus would also need to go via the existing roads of Airport Island to the airport, before dropping off passengers at the HKBCF and returning to the airport terminus. When the HZMB was initially open to traffic, the department would select nine routes of the A-series airport bus with higher passenger volume and frequency for extending their services to the HKBCF, one of which would be route A33X serving the Tuen Mun District.
- (ii) As for the new routes, the circular bus route running between Airport Island and HKBCF, and the bus route between Sunny Bay and HKBCF would be retained; in addition, there would be a new bus route departing from Tung Chung West Area 39 and passing Tung Chung Centre towards the HKBCF - for the part of this bus route travelling between Sunny Bay and HKBCF, some of the bus service would extend to the Disneyland. The aforesaid Sunny Bay bus route and Tung Chung bus route would go via the roads of the Airport Island before the Southern Connection was open to traffic, but the pick-up/drop-off points would remain unchanged. As for the services of green minibus ("GMB"), there would be a new GMB route from Tung Chung North passing Airport Catering Area and Asiaworld-expo towards the HKBCF; and
- (iii) The arrangement for other public transport services (including taxis and non-franchised buses) remained unchanged.

44. A Member said that he submitted a paper to request the TD to provide information

on the transport arrangements for the Northern Connection of the Tuen Mun - Chek Lap Kok Link (“Northern Connection”) last year, but the present paper from the TD did not respond to his said request and route A33X even had to go via the old North Lantau Highway, so he hoped the department would provide the information of the transport arrangements for the Northern Connection in the next meeting.

45. Mr MOK Ka-sing, Mark, of the TD said he knew that the commencement of service of the Northern Connection would be delayed until 2020. If the department had any proposal on the relevant traffic arrangements, it would begin the consultation process as early as possible.

46. A Member said although it was quite some time before the commencement of service of the Northern Connection, the department should still inform the TTC about its preliminary planning direction.

47. The Chairman summarised that when the department had any preliminary planning arrangement for the Northern Connection, it should present it to the TTC for discussion as soon as possible.

Transport
Department

(C) **Request for Relocation of the Traffic Sign Causing Obstruction at Wu Chui Road**

(TTC Paper No. 42/2017)

Request for Relocation of the Traffic Sign Causing Obstruction at the Footpath of Wu Chui Road

(TTC Paper No. 46/2017)

48. As the contents of the above two papers were related, the TTC agreed to discuss them together.

49. The first proposer of Paper No. 42/2017 said that he thanked the TD for conforming to the wishes of the public with the act of removing the traffic sign at Wu Chui Road near the pavement at Miami Beach Towers two days ago. Although a road sign functioned as a reminder to drivers, if the information contained in it was overwhelming, the drivers simply could not digest all the information immediately. Moreover, there were also trees and other signs in front of it which blocked its view, so the practical use of it was actually limited. In addition, before erecting the sign, the department had not consulted the relevant District Councillors, the Owners' Corporations and Owners' Committees of the estates in the vicinity, he requested the department to

consult with the relevant parties before carrying out similar works in the future.

50. The first proposer of Paper No. 46/2017 said that there were already two drivers' directions painted on the driveway near the traffic sign, so the traffic sign was in fact superfluous. In addition, he requested the Government to consult with the diverse stakeholders before carrying out similar works in the future. Nevertheless, he commended the department for conforming to the wishes of the public and the fast response in removing the road sign within a short time.

51. Members made the following comments:

- (i) A Member said many road signs became dilapidated due to disrepair, they were discoloured and the words contained were blurred. He urged the department to conduct inspections more frequently and arrange for repair as fast as possible;
- (ii) A Member said that a certain department carried out excavation works in his constituency in the middle of the night without discussing with them beforehand. He requested all the government departments to inform the relevant District Councillors before carrying out any works, so that the Member could offer them advice; and
- (iii) A Member said that he had inspected the road sign on site and found too much information contained in it, and its view was even blocked by trees; so, the road sign actually failed to offer any help to the drivers at all. In addition, the size of the signboard was so large that many residents worried about the danger of its falling down. He requested the relevant department to consult with the relevant District Councillors and residents before carrying out any works.

52. The Chairman summarised that if an issue involved district minor traffic works, Members could contact the TD directly to arrange an on-site visit and follow up. He believed that would be more efficient than submitting a paper to the TTC for discussion. In addition, he requested the departments to have the relevant District Councillors informed before carrying out any works in the future.

Transport
Department

(D) **Request for Clarification on the Criteria for Calculating the Loading of heavy rail and light rail**

(TTC Paper No. 44/2017)

53. The proposer of the paper said that the loading of heavy rail was computed at 4 persons per square metre, but the loading of light rail was computed at a maximum of 200 persons per vehicle, which was equivalent to about 6 to 7 persons per square metre. She requested the MTRCL to explain why the loading of heavy rail and light rail was computed by completely different ways.

54. Ms LAM of the MTRCL said that light rail and heavy rail were two completely different systems. The LR adopted an open design and it was impossible for the MTRCL to compute the loading by the payment record of passengers going in and out of a LR stop. The MTRCL could only estimate the loading of light rail by on-site surveys. At present, each vehicle of the LR could carry 200 persons and in terms of area, each square metre could carry 6 to 7 persons on average. However, as the LR estimated the loading of light rail by on-site surveys, the density of 6 to 7 persons per square metre would not be appropriate to be adopted as the basis for service planning. The MTRCL would continue to adopt diverse measures to improve the services of the LR, such as increasing the train frequency, using coupled-set LRVs and increasing short-haul special services.

55. The proposer of the paper requested the MTRCL to adopt a more scientific way of counting, such as using manual counting machines. Even if the planning of loading of the LR was not based on the number of persons per square metre, the present vehicles of the LR were still very crowded (no matter what the method of computation was) and it was hoped that the MTRCL could make improvements as soon as possible.

56. Ms LAM of the MTRCL said that Members' opinions were noted and would be reflected to the relevant departments for following up. At present, the staff of the MTRCL would observe the number of vacant space in a LRV to assess the patronage, which she believed was a more effective method of computation. In addition, Last year, the average passenger loading for the busiest corridors of the 12 routes of the LR was 82% and the MTRCL was coping with the situation by enhancing platform management and so on.

(E) Request for Provision of a Ramp at Prime View Light Rail Station
(TTC Paper No. 45/2017)

57. The proposer of the paper said that at the LR Prime View Stop (towards the Tuen Mun direction), only one end of the platform had a ramp. If the residents wanted to use the ramp, they must take the trouble to walk from the front of the train to the rear, which

was of course inconvenient to them. The population of Tuen Mun District was ageing and the number of disabled persons was increasing, so she hoped the MTRCL would consider the suggestion of the paper, arrange for a site inspection and discuss with the relevant District Councillors about the possibility of adding more ramps.

58. As there was a hidden slope at an entrance/exit of the platform of the LR Prime View Stop and the addition of ramps might involve the issue of land ownership of Prime View Garden, so a Member concurred in paying a site visit there. He also requested the MTRCL to consider widening the platform of the stop. In addition, many LR stops in Tuen Mun and Yuen Long had ramps only on one end of the stops. The MTRCL should review all platforms and consider constructing additional ramps.

59. The Chairman invited the MTRCL officers, the relevant District Councillors and the Members concerned to have a site inspection at the stop. He said further that if Members had other proposals for improvement on the LR stops, they could submit papers for discussion in the next meeting of the TTC.

60. A Member viewed that the performance target of the LR should not be limited only to the train frequency and quantity of vehicles, but should also include the facilities available to the public. However, the MTRCL had not been valuing the hardware facilities such as platforms, so she requested the MTRCL to consider the request for constructing additional ramps at the LR Prime View Stop.

61. The proposer of the paper pointed out that the location for an additional ramp as she suggested was near the staircase of the LR Prime View Stop (towards the Tuen Mun direction), which did not have any hidden slope and was not part of Prime View Garden.

62. Ms LAM of the MTRCL said after the rail merger, the MTRCL had been putting resources on ameliorating the services and facilities of the LR, such as introducing the "2-in-1" ticketing machines that could sell tickets and add value for Octopus Cards simultaneously, improving the information display for passengers and planning to change the seats on the platforms. At present, the utilisation of the LR Prime View Stop in the busy hours in the morning was not high and there was already a ramp at each of the two platforms. The MTRCL noted Members' comments and would closely monitor the utilisation of the stop and implement appropriate measures whenever necessary to smooth out the passenger flow. The MTRCL officers were happy to go for a site inspection with Members after the meeting.

Action

63. To summarise, the Chairman requested the TD, HyD, District Lands Office of Tuen Mun, and the MTRCL to arrange for the said site inspection.

Transport
Department
Highways
Department
District Lands
Office of Tuen
Mun, MTRCL

(F) **Construction of the Tuen Mun to Tsuen Wan Link and Development of Tuen Mun Road Bus-bus Interchange**
(TTC Paper No. 47/2017)

64. The Chairman said that the MTRCL had already submitted a written reply before the meeting. The Secretariat distributed the said reply to Members on 26 July.

65. The Chairman said further that the MTRCL should not use the excuse of unavailability of its staff due to other engagements to avoid sending a representative to the meeting of the TTC. He urged the MTRCL to value the opinions of the DC.

66. A Member said that in the past, a director of the MTRCL would personally attend a TTC meeting, but in recent years, just a representative from its public relations department attended; as a result, only small progress was achieved in the discussion items related to the MTRCL. He requested the MTRCL to send higher ranking staffs to the meetings of the TTC in the future.

67. The Chairman requested the Secretary to send a letter of reprimand to the MTRCL for its failure to send any representative to the meetings of the TTC, over which Members showed discontent.

Secretariat

68. The Chairman said further that although the DC Meeting held on 7 March this year had discussed the agenda item “Request for Construction of the Tuen Mun-Hung Shui Kiu-Tsuen Wan Railway” and had resolved to pass it onto the Working Group on Development and Planning of Tuen Mun District, his proposal to build the Tuen Mun to Tsuen Wan Link was not entirely the same as the above agenda item, so he decided to submit this paper. He added that the Chairman of the DC had decided in July to pass two other papers related to the railway link between Tuen Mun and the urban areas to the aforesaid working group, namely, “Request for Expeditious Study into Feasibility of

Constructing Tuen Mun to Kowloon Railway” and “Request for Prompt Confirmation of Construction of Heavy Rail for Connection to Urban Areas”, so he suggested to let the aforesaid working group follow up on the issue of “Tuen Mun to Tsuen Wan Link” of the above paper, which arrangement had already been approved the the Chairman of TMDC; whereas, the TTC would focus on the discussion of the issue “Tuen Mun Road Bus-Bus Interchange (BBI)”, which was the other part of the above paper.

69. The Chairman supplemented on the details of the paper in that the Government should develop the interchange into an Integrated Transport Hub of Tuen Mun District which would encompass a multi-storey carpark, a railway interchange, buildings above the transport hub and open space, in a bid to enhance the external transportation network of Tuen Mun District and alleviate the crowded situation of the existing interchange of Tuen Mun.

70. A Member said that the planning of the interchange was quite successful and there was room for further development. He agreed with the proposal of the Chairman and reckoned that the Government should attach importance to the interchange and be prepared for the development of its peripheral land.

71. A Member suggested constructing a building complex at the interchange, and adding a footbridge there to connect the end facing Kowloon with the other end at Tuen Mun, with an observation deck on the footbridge for the public to enjoy the sea view and the view of aeroplanes taking off and landing.

72. The Chairman requested the Secretariat to send the above proposal to the TD and Planning Department by letter.

73. A Member said that it would be more appropriate to write to the THB and Development Bureau.

74. As a conclusion, the Chairman requested the Secretariat to write to the Development Bureau and send its copy to the Planning Department.

Secretariat

(Post-meeting note: The above letter was sent on 25 August this year.)

(G) **Extension of the Term of the Working Group on Improvement to the Facilities of Chi Lok Bridge**

(TTC Paper No. 48/2017)

75. The Chairman said that the term of the Working Group on Improvement to the Facilities of Chi Lok Bridge under the TTC would expire on 12 September. As there were outstanding matters for the working group to follow up, he suggested proposing the TMDC to extend the term of the working group to the same ending period of the current term of the TTC.

76. A Member said that the criteria for the TD to install an escalator at a footbridge was a pedestrian flow of 3000 persons-times. However, the population of Hong Kong was ageing, so the criteria had become obsolete and it was hoped that the department could review its policy. In addition, she requested the TD to count the pedestrian flow at Chi Lok Bridge for 3 days in September after the school term had started (one of those days should be a rainy day) and provide the members of the working group with the details in advance.

77. The Chairman said that this agenda item was concerned with the extension of the term of the working group. If Members had any suggestions on the improvement of the ancillary facilities of Chi Lok Bridge, they should raise them in the meeting of the working group.

78. As Members had no objection, the Chairman requested the Secretariat to follow up on the matter.

Secretariat

VI. Reporting Items

(A) Reports by Working Groups

Progress Reports of Working Groups as at 30.6.2017

(TTC Paper No. 50/2017)

Working Group on Tuen Mun External Traffic

79. Members noted the paper.

80. A Member said Route 62X should be extended to offer full-day service and requested the TD to seriously consider it.

81. The Chairman requested the working group to continue to follow up on the above issue. As Members did not give other comments, the Chairman announced that the above report of the working group was endorsed.

Working Group on Traffic Problems within Tuen Mun District

82. Members noted the paper.

83. The Chairman said that in the current financial year, the two standing working groups under the TTC were each allocated with a funding of \$125,000 by the Community Involvement Projects. In the meeting of 21 June, the above two working groups agreed to let the Working Group on Traffic Problems within Tuen Mun District share the total allocated funding of \$250,000 for conducting a research on the insufficient parking spaces and illegal parking in the district.

84. There was no objection from Members, the Chairman requested the Secretariat to follow up on the matter. As Members did not give other comments, the Chairman announced that the above report of the working group was endorsed.

Secretariat

Working Group on Improvement to the Facilities of Chi Lok Bridge

85. Members noted the paper.

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

(B) Report by the Transport Department
(TTC Paper No. 51/2017)

87. Members noted the paper.

VII. Any Other Business and Date of Next Meeting

88. There being no other business, the meeting ended at 12:49 p.m. As the 3rd special meeting would immediately follow this meeting, the Chairman requested Members, the relevant departmental representatives and organisations to remain in their seats.

Tuen Mun District Council Secretariat

Date: 10 August 2017

File Ref: HAD TMDC/13/25/TTC/17