

Minutes of the 2nd Meeting of
the Traffic and Transport Committee (2016-2017) of
the Tuen Mun District Council

Date : 11 March 2016 (Friday)

Time : 9:32 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 LEE Hung-sham, Lothar, MH	TMDC Vice-chairman	9:35 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	9:32 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	9:35 a.m.	End of meeting
Mr CHAN Yau-hoi, MH, JP	TMDC Member	9:35 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	9:46 a.m.	End of meeting
Mr LAM Chung-hoi	TMDC Member	9:30 a.m.	End of meeting
Mr TSUI Fan	TMDC Member	9:35 a.m.	End of meeting
Ms CHING Chi-hung	TMDC Member	9:30 a.m.	End of meeting
Ms LUNG Shui-hing	TMDC Member	9:30 a.m.	End of meeting
Mr CHAN Man-wah, MH	TMDC Member	9:45 a.m.	End of meeting
Mr CHAN Manwell, Leo	TMDC Member	9:30 a.m.	11:20 a.m.
Mr CHEUNG Hang-fai	TMDC Member	9:31 a.m.	End of meeting
Mr HO Kwan-yiu	TMDC Member	9:41 a.m.	End of meeting
Ms CHU Shun-nga, Beatrice	TMDC Member	9:30 a.m.	End of meeting
Mr TSANG Hin-hong	TMDC Member	9:59 a.m.	End of meeting
Ms SO Ka-man	TMDC Member	9:30 a.m.	End of meeting
Mr KAM Man-fung	TMDC Member	9:30 a.m.	End of meeting
Mr MO Shing-fung	TMDC Member	9:47 a.m.	End of meeting
Mr YEUNG Chi-hang	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	9:30 a.m.	End of meeting
Mr IP Chun-yuen	Co-opted Member	9:30 a.m.	End of meeting
Mr LAI Yu-lok	Co-opted Member	9:30 a.m.	End of meeting
Ms NGAI Tsz-yan, Tina (Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department		

By Invitation

Ms WONG Yee-fang, Eva Senior Transport Officer/Bus/New Territories West, Transport Department

Mr Gary LEUNG Assistant Manager, Planning & Development, The Kowloon Motor Bus Company (1933) Limited

Mr LEUNG Suen-wai Assistant Operations Manager (Department Two), Citybus Limited

Mr LAW Yiu-wah Planning and Support Officer I (Administration and Planning), Long Win Bus Company Limited

Mr TSZE Chi-ho Senior Operations Officer , Long Win Bus Company Limited

Ms Annie LAM Assistant Public Relations Manager – External Affairs, MTR Corporation Limited

In Attendance

Mr MOK Ka-sing, Mark Senior Transport Officer/Tuen Mun, Transport Department

Mr CHAN Chi-pan, Ivan Engineer/Tuen Mun North , Transport Department

Ms CHING Hoi-ying Engineer/Housing & Planning/New Territories West, Transport Department

Mr LAU Ka-kin, Marcus Engineer/Tuen Mun Central, Transport Department

Mr LI Chun-wah Engineer/Special Duties 2, 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 Francis Thomas CARROLL 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 WAN Yin-chiu Senior Manager, External Affairs Section, The Kowloon Motor Bus Company (1933) Limited

Mr Kelvin YEUNG Senior Operations Officer, The Kowloon Motor Bus Company (1933) Limited

Mr POON Chun-kong Assistant Manager (Traffic Operations), Long Win Bus Company Limited

Mr LEUNG Wai-shing, William Assistant District Officer (Tuen Mun)2, Home Affairs Department

Absent

Mr YAN Siu-nam TMDC Member

I. Opening Remarks

1. The Chairman welcomed all to the 2nd meeting of the Traffic and Transport Committee (“TTC”)

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 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.

3. The Chairman said Mr YIP Ka-fung, former Engineer of the Transport Department/Housing and Planning/NTW, had been transferred. He welcomed Miss CHING Hoi-ying, who took over Mr YIP, and thanked him for his cooperation with the Committee in the past.

4. The Chairman added that several TTC members would attend the briefing session held at the Central Government Offices this afternoon to discuss matters relating to transport, housing and land supply. Therefore, it was hoped that this meeting could end around noon. If there were still issues not discussed, it was suggested that a special meeting should be convened. Members agreed with the above arrangement.

5. The Chairman reminded Members that traffic matters had been one of the vital part of people’s livelihood, so Members would have concerns about a matter from many aspects and might submit papers on different areas of the same matter in future. As the papers to be submitted by Members in future might, to a certain extent, overlap with the issues being followed up by the TTC or its working groups, the last Finance, Administration and Publicity Committee “FAPC” had discussed how Members should submit discussion papers for discussion in accordance with the Standing Orders. For details, please refer to the Discussion Paper No. 40/2013 at the FAPC meeting on 13 December 2013 or Order 33(13) of the TMDC Standing Orders. Major points therein are summarised as follows:

- (i) If the matter concerned had been discussed within six months and the committee made a specific decision on it, it may not be discussed again until a lapse of six months;

- (ii) If the matter concerned had been discussed within six months but the committee did not make a specific decision on it, the paper may be considered as Matter Arising for discussion;
- (iii) If only part of the paper had overlapped and the committee made a specific decision on that, the part which had not overlapped may be considered as New Discussion Items; and
- (iv) In special circumstances, a paper submitted by majority of Members may be discussed again.

II. Absence from Meeting

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

III. Confirmation of Minutes of the 1st Meeting held on 19 January 2016

- 7. The above minutes of meeting were confirmed.

IV. New Discussion Items

(A) Terms of Reference for the TTC (2016-2017) (TTC Paper No. 1/2016)

- 8. The TTC noted all the contents of the above paper.

(B) Formation of Working Groups under the TTC (2016-2017) (TTC Paper No. 2/2016)

- 9. The recommendations in the paper were endorsed by the TTC for the formation of two standing working groups under the TTC for a tenure commencing today and expiring on 31 December 2017, namely the Working Group on Tuen Mun External Traffic and the Working Group on Traffic Problems within Tuen Mun District.

- 10. The Chairman invited Members to nominate candidates as convenors of the working groups.

- 11. Ms KONG Fung-yi nominated Mr LAM Chung-hoi as convenor of the Working Group on Tuen Mun External Traffic. Mr CHEUNG Hang-fai seconded and Ms LAM Chung-hoi accepted nomination.

12. As there were no other nominations, the Chairman announced that Mr LAM Chung-hoi was elected ipso facto.

13. Mr TSUI Fan nominated Mr CHAN Yau-hoi as convenor of the Working Group on Traffic Problems within Tuen Mun District. Mr So Shiu-shing seconded and Mr CHAN Yau-hoi accepted nomination.

14. As there were no other nominations, the Chairman announced that Mr CHAN Yau-hoi was elected ipso facto.

15. The Chairman asked the Secretariat to write letters after the meeting to invite Members to join the above working groups and called on Members to show active participation and attend meetings of the working groups on schedule. The Chairman added that the Secretariat had invited the departments and organisations concerned to provide information for recent developments in the follow-up action of the working groups in the last tenure so the new working groups could continue follow-up action.

[Post-meeting note: the Secretariat sent letters on 11 March 2016 to invite Members to join the above two working groups, and informed them of the member lists of the working groups on 22 March 2016]

(C) Bus Routes Planning Programme 2016-2017 for Tuen Mun District
(TTC Paper No. 3/2016)

16. The Chairman welcomed Ms WONG Yee-fang, Eva of the Transport Department, Mr LEUNG Ling-yin of the Kowloon Motor Bus Co. (1933) Ltd. “KMB”, Mr LAW Yiu-wah and Mr TSE Chi-ho of the Long Win Bus Company Limited “LW” and Mr LEUNG Suen-wai of the Citybus Limited to the meeting.

17. The Chairman suggested that a special meeting for an in-depth discussion should be convened for this issue. The special meeting was scheduled for 9:30 am on 21 March 2016 temporarily. The TTC endorsed the above arrangement unanimously and agreed that TTC Paper No. 11 “Request for Provision of Bus Service between Tai Hing and Kwun Tong” would be discussed at this special meeting together.

(D) Construction of Pedestrian Ramps at the Entrances of Leung Tin Village and Tseng Tau Tsuen, Tuen Mun
(TTC Paper No. 4/2016)

Request for Installation of Lifts at the Footbridge in Lam Tei, Nai Wai and Chung UK Tsuen
(TTC Paper No. 5/2016)
(Written Response from the Highways Department)

18. As the two issues above were related to pedestrian walkway facility, the TTC would discuss them together.

19. The Chairman said, on Paper No. 4/2016, the Secretariat had respectively written to the Transport Department, Highways Department, Architectural Services Department and the Tuen Mun District Land Office requesting the departments to study the recommendations in the paper. On Paper No. 4/2016, the Architectural Services Department submitted the following response before the meeting: “The Architectural Services Department and the Tuen Mun District Land Office are clarifying the locations of village boundaries. It is necessary to liaise with the Tuen Mun District Land Office and other government departments concerned to discuss the specific locations of the pedestrian ramps. It was expected that a feasibility study would be conducted to examine the facilities which may be affected like planters and drains, and the impacts on the structure of the platform.” On Paper No. 5/ 2016, the Highways Department submitted a written response before the meeting. The Secretariat distributed the written response to Members on 9 March 2016.

20. The proposer of Paper No. 4/2016 said that Leung Tin Village had a history of more than 30 years but there were only stairs for residents at the village entrance. It did not meet the criteria for “Universally Accessible”. Therefore, this paper was submitted for the recommendation to build a ramp at that location. As he understood, the location mentioned in the paper was government land so the Architectural Services Department and the Civil Engineering and Development Department should be involved. He had expected that the Architectural Services Department would send an officer to attend the meeting. He said he did not understand why the Architectural Services Department had mentioned in their response about the impacts the ramp would cause to planters and drains. It was hoped that the department concerned would explain.

21. The proposer of Paper No. 5/2016 said that the number of pedestrians who needed to cross the road had increased with the rise of population in the vicinity of Lam Tei, Nai Wai and Chung Uk Tsuen, causing pressure to road traffic. Moreover, elderly people might feel tired when using a ramp. They would rather cross the road directly thus causing danger. Therefore, he submitted the paper suggesting that the

Transport Department or the departments concerned should at least install a lift at one of the footbridges in the vicinity of Lam Tei, Nai Wai or Chung Uk Tsuen. Otherwise, merely relying on the “Universally Accessible” programme, it was believed the installation of a lift at one of the footbridges would only be approved at a later stage. He suggested that this issue should be passed to the Working Group on Traffic Problems within Tuen Mun District to take follow-up action.

22. In his response, Mr LAU Ka-kin, Marcus of the Transport Department said that the location suggested for building a ramp at Leung Tin Village in the TTC Paper No.4 fell within the management and maintenance areas of several government departments, namely the Transport Department, Highways Department, Architectural Services Department and the Tuen Mun District Land Office. The Transport Department would maintain communications with other departments concerned and offer views on transportation works. If necessary, the department would go to the location with the proposer of the paper for a site inspection.

23. In his response, Mr Mok Hing-cheung of the Tuen Mun District Land Office said that the public place at the Leung Tin Village was government land as what the proposer of the paper had said. If a government department planned to build a facility there, the Tuen Mun District Land Office would facilitate the land grant.

24. The proposer of Paper No. 4/2016 said that as the Architectural Services Department was in charge of the re-provisioning works of Leung Tin Village and its subsequent maintenance, its role on this matter was the most important. The pavement should fall within the scope of responsibilities of the Transport Department or the Highways Department. Before this meeting, he had told the representative of the Transport Department to request the Architectural Services Department to send an officer to attend this meeting but the Architectural Services Department still did not send a representative to attend the meeting. He understood that the Tuen Mun District Land Office played the role on land grant only but it was hoped that they would provide a time table of the land grant process.

25. A Member agreed with the recommendations in the captioned papers. He pointed out that the design of footbridges in the district had never been modified since Tuen Mun was developed into a new town in 1980s. With the population aging, more people opined that footbridges should be equipped with ramps or lifts. It was hoped that the Working Group on Traffic Problems within Tuen Mun District would examine whether there were any footbridges in the district which needed ramps or lifts, e.g. the footbridge connecting the Butterfly Light Rail Station outside Siu Shan Court.

26. Another Member said that the population in the vicinity of Lam Tei, Nai Wai and Chung Uk Tsuen was rising and the footbridges in that area were a bit winding with a lot of stairs. It was not good for the elderly who were weaker. It was suggested that the “Universally Accessible” priority programme in future would include the footbridges in the above area.

27. The Chairman concluded by saying that the above issues would be passed to the Working Group on Traffic Problems within Tuen Mun District to take follow-up action.

Working Group on
Traffic Problem
within Tuen Mun
District

(E) Request for Widening of Platforms of Lam Tei Light Rail Station

(TTC Paper No. 6/2016)

Proposal to Elevate Light Rail Tracks of Lam Tei, Nai Wai and Chung UK Tsuen Stations

(TTC Paper No. 7/2016)

Request for Improvement of Passenger Waiting and Safety Facilities at Light Rail Pedestrian Crossing of All Light Rail Stations in Tuen Mun

(TTC Paper No. 8/2016)

28. As the above issues were related to the light rail platforms and the facilities in the stations, the TTC would discuss them together. The Chairman welcomed Ms LAM Yuen, Assistant Public Relation Manager – External Affairs, of the Mass Transit Railway Corporation “MTRC”)to the meeting.

29. The proposer of the Paper No. 6/2016 and Paper No. 7/2016 spoke on Paper No. 6 first. He said he had gone to the platform of the Lam Tei Light Rail Station for an inspection with the representative of the MTRC some time ago. As the traffic flow at Lam Tei had begun to change, there were more passengers heading Siu Hong. But the platform was too narrow for the pedestrian flow so it was necessary to widen the platform. Moreover, both cyclists and pedestrians used the pedestrian crossing between the platforms. It was dangerous as they scrambled for space. As he understood, the pedestrian ramp next to the platform connecting the Castle Peak Road was government land. It was suggested that the ramp should be widened to facilitate pedestrian movement during peak hours.

30. The proposer of the Paper No. 6/2016 and Paper No. 7/2016 then spoke on Paper No. 7/2016. He suggested that elevated light rail tracks between Lam Tei and Tin Ha Road should be considered. Since the light rail transit came into operation in 1988, there had been several traffic accidents costing many lives at that stretch of light

rail track. For example, a light rail train collided with a taxi and a light rail train collided with a heavy dump truck at the junction of Tsing Lun Road. In fact, there were seven to eight intersections in that stretch of two-kilometre long road from Lam Tei to Hung Shui Kiu. There were also accidents involving bicycles. Drivers of light rail trains and goods vehicles would take extra care when driving past that stretch of road. As Hung Shui Kiu would be developed in future and the West Rail Station would be elevated, it was hoped that the MTRC would consider elevating the light rail tracks at Lam Tei, Nai Wai and Chung Uk Tsuen to release more road surface. Then the stretch of Castle Peak Road could be widened to alleviate heavy traffic at present and go with the future development of the city.

31. The Chairman said he agreed that the MTRC should save it for rainy days by elevating the light rail tracks to ease traffic congestions on the road.

32. The proposer of Paper No. 8/2016 said he supported the recommendations in Paper No. 6 and Paper No. 7. In light of safety first and considering the future development, the light rail transit might need modifications like travelling on elevated or underground tracks to solve the land use problem. Apart from the intersections in the vicinity of Lam Tei, there were many places in Tuen Mun district where safety problems existed. For example, there was a traffic accident in Mei Lok Lane before the Chinese New Year. In the stretch of Mei Lok Lane heading Wu Chui Road, there were both light rail tracks on the left and a traffic lane going straight. Since the traffic lights were not visible enough, the driver felt confused thus causing the accident. Luckily nobody was injured. This showed that accidents would easily happen when there were different road users in the road and the crossing and the traffic lights were not visible enough. Therefore, a long-term review was needed and it should be handled with efficiency. For example, a drop bar which could be operated together with the traffic lights should be installed at the light rail track on the left side of the junction to help the drivers who came from other districts.

33. A Member said that there had been recommendations discussed on different occasions about light rail platforms and elevated light rail tracks. As the MTRC was reviewing the light rail transit service (including elevated light rail tracks and improvements at pedestrian crossings), she hoped to enquire about the progress. She added that Members often offered their views on the service of the MTRC but the MTRC only replied that they would closely observe and pay attention to the situation, rejecting Member's recommendations indirectly.

34. Another Member said that the pedestrian and cargo flow in the district would rise following the completion of the Hong Kong-Zhuhai-Macao Bridge and the Tuen Mun - Chek Lap Kok Link and the operation of the Shenzhen Bay Control Point. It was predicted that the traffic development in Tuen Mun district in the future would start a new page. The traffic flow in the vicinity of the Tuen Mun Town Centre would continue rising. If elevated light rail tracks could release more space for other means of public transportations, road traffic would move more smoothly. Moreover, there were some light rail tracks elevated in other districts so the government should make an overall planning for the Tuen Mun district and not just individual districts.

35. The responses of Ms. Lam of the MTRC to Paper No. 6/2016, Paper No. 7/2016 and Paper No. 8/2016 were as follows:

- (i) The issue in Paper No. 6/2016 was discussed at the TTC meeting in the last tenure. The representative of the MTRC went to the Lam Tei Light Rail Station with the proposer for a site inspection last year and noticed that there was higher volume of passengers on the Tuen Mun-bound platform at the Lam Tei Light Rail Station in the morning. Therefore, when the MTRC installed new model of ticket vending machines, the ticket vending machines were installed at the end of the platform to facilitate pedestrian flow on the platform considering that the ramp at the platform entrance was in the middle of the platform;
- (ii) The MTRC had observed people crossing the road at the light rail station for a period of time. It was now considering widening the pedestrian way between the pedestrian crossing and the footbridge connecting Lam Tei Main Street. As the plan involved the railings behind the platform and the bicycles parking facility, the MTRC had to make an in-depth study with the government departments concerned. It would contact the proposer and pay a site inspection when there was further progress available;
- (iii) The elevated light rail tracks between Lam Tei and Chung Uk Tsuen recommended in the Paper No. 7/2016 was related to the overall planning of the Castle Peak Road (Tuen Mun to Yuen Long) and government land was involved. The demand for infrastructure development of the light rail transit had to be considered by the government departments concerned. The MTRC noted that the government was conducting a Public Transport Strategy Study including a review on the light rail transit system;

- (iv) Paper No. 8/2016 raised concerns about the safety at the light rail crossings and the intersections between the light rail and the pavement or road. The MTRC had been closely observing the safety of the users at the crossings and the roads with the departments concerned (including the Transport Department, Hong Kong Police Force and the Electrical and Mechanical Services Department);
- (v) Traffic lights in the roads fell within the responsibilities of the government departments concerned. The MTRC would ensure that the width, brightness and pedestrian safety marking between the platforms within the light rail network would meet legal requirements and the MTRC's operation and safety criteria;
- (vi) On Members' concerns about the crossing between the Tuen Mun Pier and the crossing at the Mei Lok Light Rail Station, she said that there was adequate visibility for the pedestrians at the crossing. Moreover, the crossing was near the platform. When a light rail train left the station, it would usually move at a lower speed. It was a bend so the light rail train would maintain a low speed. In light of Members' concerns, the MTRC had painted the crossing red to provide more visible hints to the pedestrians and drivers;
- (vii) The MTRC also raised the safety awareness of the road users (including pedestrians and drivers) with different publicity campaigns. It would also work closely with government departments and local organizations to remind the pedestrians to pay attention when crossing the light rail intersections in Tuen Mun and Yuen Long districts; and
- (viii) For more safety at crossings, the MTRC was studying with the government departments concerned for other possible designs of crossings such as Zigzag railings which could stop pedestrians from dashing out to the road. But it would take some time to study the impact on pedestrian flow. Reports on the progress and outcome would be made by stages.

36. The proposer of Paper No. 6/2016 and Paper No. 7/2016 added that Paper No. 6/2016 was submitted because there was still open space near the platform to widen the platform and the crossing, and the land concerned was government land. Paper No. 7/2016 was submitted because it was learned from the design sketch plan that the Hung Shui Kiu West Rail Station would be elevated in future and the residents could walk to the Hung Shui Kiu West Rail Station from Chung Uk Tsuen Light Rail Station. Therefore, it was recommended that the light rail tracks at Lam Tei, Nai Wai and Chung Uk Tsuen should be elevated to facilitate the residents going to and from the light rail station and west rail station.

37. The proposer of Paper No. 8/2016 enquired when the Public Transport Strategy Study would be completed and whether local people would be consulted and district council members would be invited to offer views. Moreover, he hoped the MTRC would respond to the demands in the paper as soon as possible.

38. Mr CHAN Chi-pan, Ivan of the Transport Department responded to the recommendation to widen the platform and the crossing at the Lam Tei Light Rail Station. He pointed out that the platform at the station and the pedestrian ramp connecting the platform were managed by the MTRC. The bicycle parking spaces behind the platform were managed by the Transport Department so it was necessary to have coordination with the Lands Department and the Highway Department. On the feasibility study of widening the pedestrian way, the department would consider factors like pedestrian flow and the demand for bicycle parking spaces and would actively go with the study direction of other departments and the MTRC. He would also go to the location with the proposer and other departments for a site inspection after the meeting. On the recommendation for elevated light rail tracks in the future, the Transport and Housing Bureau had commenced the Public Transport Strategy Study to examine the overall transport layout and system, including: (i) exploration of the long-term development and arrangements of light rail transit; (ii) feasibility of increasing the passenger volume of light rail transit; and (iii) overall long-term demand for public transport service in the north west of the New Territories. The study would involve the area of this issue. The study was expected to be completed with findings released in the middle of 2017. Besides, the feeder transport service between the Castle Peak Road and Hung Shui Kiu was related to point (i) and point (iii) above. The Transport Department would report to Members about the findings timely upon completion of the study.

39. The proposer of Paper No. 8/2016 added that the unevenness of the road surface between the light rail tracks and the pavement should be dealt with as soon as possible. The road surface should also be maintained as soon as possible to avoid affecting the operation of the light rail transit. He opined that there were no pedestrian lights at the light rail crossing to alert the pedestrians. The red markings at the crossing did not have much warning effect. The MTRC should be able to install pedestrian lights at that location. Moreover, as the population was aging, residents needed to use the benches on the platforms when waiting for trains. However, the roof of the platform did not fully cover the location of the benches. It was recommended that the roof cover should be extended so passengers would not be affected by the sun or rain. He hoped the MTRC would show concerns about the recommendations in the paper and take follow-up action.

40. Other Members offered their views on Paper No. 8/2016 as follows:
- (i) A Member said that enhancement of the safety of light rail transit was raised in the past. Residents were not able to estimate whether there was enough time to move across the crossing before a light rail train came. They often needed the light rail train to sound the horn so they knew a train was approaching. She agreed that the red markings on the crossing did not have much warning effect. She hoped the MTRC would review the warning signs at the light rail crossing and carry out improvement measures at all crossings to alert the passing residents, and turn down the horn sound of the light rail trains;
 - (ii) A Member agreed with the recommendation in the paper and added that problems of residents crossing the roads at the light rail station had been raised for several times. For example, a passer-by was killed after being knocked down by a light rail train at the junction of Sun Sau Street last year. The MTRC and the police had done remedial work after the accident (e.g. put up more signs, railings and warning signboards). However, the above arrangements should have been made before the accident had happened, especially at the locations where there were no traffic lights like Ho Fook Tong. It was hoped that the MTRC would take note of this;
 - (iii) A Member said that the recommendation in the paper did not involve technical requirements so it should be done as soon as possible. He said he had raised the same demand for improvements on the bend of tracks at the Kin Sang Estate Light Rail Station but so far there had been no improvements. It was hoped that the Transport Department and the MTRC would improve the facilities at all light rail stations in the district as soon as possible;
 - (iv) A Member agreed with the recommendation in the paper that benches should be moved to the covered area, and the crossing at the station should be levelled. On the installation of pedestrian lights at busy crossings, he opined that it should be considered in the long term. In the short term, it was hoped that the MTRC would remind light rail drivers to pay more attention when moving past busy locations (e.g. the crossing near the Kai Fung Shopping Centre between the Tuen Mun Pier and the Melody Garden) so they did not need to sound the horn or apply brake urgently, or there would even be accidents again;
 - (v) A member said uneven road surface would inconvenience the users of wheelchairs and baby strollers or cause accidents. It was recommended that they should refer to the design of the crossings between platform No.1, No.2, No.5 and No.6 of the Siu Hong Light Rail Station where rubber pads were used to

lower the noise level of light rail trains when they were moving past (the crossing). On rainy days, the pads could prevent somebody from slipping and thus were well received by residents. He had written to the MTRC asking it to use the same design at other light rail stations in Tuen Mun as far as possible to reduce the number of accidents;

(vi) A member added that the recommendation to fit rubber pads at the light rail stations was discussed in the TTC in the last tenure. She learned that the MTRC had conducted a trial test of the design at the Siu Hong Light Rail Station. Therefore, the MTRC should account to Members for the result of the trial test as soon as possible. She said the TTC had also discussed the recommendation to install traffic lights at the crossing. As it took time to conduct an in-depth study, it was recommended that the Working Group on Traffic Problems within Tuen Mun District should take follow-up action. Besides, she opined that the MTRC considered the issue of the crossing from the viewpoints of light rail drivers but Members thought from the viewpoints of passengers. It was hoped that the MTRC would consider the environmental factors at the light rail stations to enhance the safety of the light rail transit. For example, the views of residents at the crossing of the Leung King Estate were often blocked by the publicity items there. They did not see the approaching trains and were eventually alerted by the horn sound of the light rail trains;

(vii) A member supported the recommendation to extend the roof of the platform to cover the benches but she opined that the MTRC should refer to the design of the new platforms in Yuen Long District in order to really solve the problem of the benches getting wet when it rained. She agreed that light rail drivers should sound the horn and drove slowly before moving past pedestrian crossings. Moreover, she pointed out that the gap between the crossings at some light rail stations was quite big and wheelchairs and baby strollers would be easily stuck. She also reminded the MTRC to consider the installation of screen doors at the platforms as recommended some time ago. It was hoped that the MTRC would enhance the safety at platforms;

(viii) A member showed more concerns about the “complementary software” for the safety of the light rail transit, for example, the training and attitudes of the light rail drivers. She cited an example when she paid an inspection at the Sam Shing Light Rail Terminus one night. She said that even though the area was rather dark and her view was blocked by the stone pillar and the bend, some light rail drivers did not sound the horn or reduce the speed while approaching the crossing when nearing the station. It was hoped that the MTRC would pay attention and make improvement; and

(ix) A member said all Members supported the improvement of friendly waiting facility at the station and the enhancement of the safety at crossings. He opined that safety enhancement at the crossings of the light rail stations in school and densely populated areas (or areas with more elderly people) should be given priority. Then the work concerned could be extended to other light rail stations. He said that the recommendations in the paper were important. It was hoped that the MTRC would accept Members' views and improve the platform facilities in the community in the long term. He added that it had also been recommended that the roof cover of the On Ting and Yau Oi Light Rail Stations should be extended to the location of train doors where passengers got on and off the trains.

41. The Chairman said and agreed that lightings should be installed at the Sam Shing Light Rail Terminus and the illumination level of the lights at the two platforms there should be improved.

42. Ms LAM of the MTRC responded to Members' views as follows:

- (i) Safety was the prime consideration on the operation of the MTRC. After the meeting, she would take follow-up action to reflect Members' views on the problems observed at individual light rail stations. For example, there was no horn sound when a light rail train approached a station or the views of the passengers at the crossing were blocked by other things;
- (ii) The light rail transit had a set of light signals for its train operations. If there were warning lights installed at the crossings, the operation of the light rail trains might be slightly affected. It might not be the best possible way to enhance safety. She would go to the specific crossings with individual member for a site inspection later;
- (iii) There had to be space between the tracks and the road surface for the wheel movement. There were also wheel guards along the tracks to protect the wheels at some locations. Therefore, it was unavoidable to have some slightly uneven surfaces. However, if the unevenness of the crossing at individual station became too serious thus affecting the movement of baby strollers or wheelchairs, the MTRC would seek an understanding and take follow-up action;
- (iv) On the recommendation that benches on the platform should be moved to the covered areas, it was related to the overall station facilities and might affect passengers getting on or off the trains and pedestrian flow. It was necessary to study with the departments concerned; and

(v) The MTRC had plans to improve the pedestrian crossings at light rail stations. It would report to Members about its feasibility after the trial test was completed. However, as it was explained in the TTC meeting in the last tenure, although the crossings which were fitted with rubber pads would become relatively flat, it might not be suitable to have rubber pads fitted at each crossing as it had to go with the track design and maintenance requirements. In fact, the crossing which was laid with concrete was also safe.

43. A Member reiterated that there were some crossings with no traffic lights, for example, the Ho Fook Tong Light Rail Station. It was hoped that the MTRC would take note of this.

44. The Chairman concluded by saying that the three issues above would be passed to the Working Group on Traffic Problems within Tuen Mun District to take follow-up action.

Working Group
on Traffic Problems
within Tuen
Mun District

(F) Request for Installation of Guard Rails for Bus Doors
(TTC Paper No. 9/2016)
(Written Responses of KMB and LW)

45. The Chairman said the KMB and LW submitted written responses before the meeting. The Secretariat distributed the written responses to Members on 3 March 2016 and 9 March 2016.

46. The proposer of the paper said that the paper contained the justification for the recommendation so it would not be repeated here. However, the KMB and LW mentioned in their written responses that it was expected that the investigation report would be completed in the middle of March 2016. He enquired about the contents of the report and the time it would be submitted to the Transport Department.

47. Mr. WAN Yan-chiu of the KMB responded that the report concerned was being prepared. It was expected that the report would be submitted to the Transport Department in the following week.

48. The Chairman would like the Working Group on Tuen Mun External Traffic to take follow-up action.

Working Group
on Tuen Mun
External Traffic

(G) Review of the Operating Hours and Area of the Bus-only Lane on Tuen Mun Road
(TTC Paper No. 10/2016)

49. The Chairman said he submitted this paper for the well-being of the residents who lived in the Castle Peak Road. He suggested that the restriction on the bus-only lane connecting the entrance and exit of the Tuen Mun Road near Siu Lam should be lifted on Saturday when there was less traffic. He also cited an example that a local doctor was not able to go to a hospital for work because of the current traffic measure which caused inconvenience to the residents.

50. Other Members offered their views as follows:

- (i) There were reservations on the recommendation in the paper. From Monday to Friday, there were a lot of vehicles which travelled past the stretch of road near the Tuen Mun Road Bus-Bus Interchange (“BBI”) causing the road traffic saturated. Even on Saturday there were vehicles which queued to enter the BBI. This showed that the number of residents going to work on Saturday did not have a significant decrease. Some time ago, she had submitted a paper asking the Transport Department to build extensions to the BBI as soon as possible so the buses going into or out of the BBI would be regulated. However, the department had not provided the data on traffic flow so far. She opined that the restriction on the bus lane should not be lifted at this stage as it would make the BBI more congested;
- (ii) In the past, there would be serious traffic congestions easily and residents were not able to go to work on time when an accident happened in the Tuen Mun Road. A former Member, other residents in Tuen Mun and she had organised three processions in the Tuen Mun Road in 1992 and 1993. The purpose was to fight for the implementation of -only lane restriction and West Rail service to improve the external traffic in Tuen Mun. For more than twenty years, the bus-only lane had been able to ensure that residents could go to work on time. She continued asking the KMB about the data on the BBI: (a) the number of buses using the BBI from 7:30 to 9:30 am; (b) the number of buses entering the BBI from the Palatial Coast; and (c) the number of buses queuing to enter the BBI from 9 to 9:30 am. She opined that “it is all too easy” to lift the restriction on the bus-only lane on Saturday. It should be handled with caution. She and other Members belonging to her political party had reservations on this. Even though the improvement works in the Tuen Mun Road had been completed, residents still reflected that there would often be congestions in the

Tuen Mun Road when accidents happened. To be fair, she suggested that the TTC should commission a university or consulting firm to carry out an official survey on the passengers who used the Interchange from 7:30 to 9:30 am and the residents living in the Castle Peak Road to study the impacts caused to them by the bus lane policy;

- (iii) As one of the local district councilors for the residents living in the Castle Peak Road, a Member said she knew the traffic conditions in the district very well. She welcomed other Members to go to the vicinity of the Castle Peak Road to collect traffic data. It might not be necessarily done by a university or consulting firm. In fact, 50 percent of the residents living in the Castle Peak Road would take the public transport while the rest would drive. However, the issue on the lifting of bus-only lane restriction was controversial. It was discussed at the TTC meeting six months ago. She hoped to enquire the Transport Department about the progress of the study and their position so far. The Transport Department should play a leading role on this issue and provide objective data and analysis for discussion by the TMDC. It should not recommend the reduction of transportation service only. On the other hand, Members who supported or opposed the lifting of the bus-only lane restriction could collect views from different stakeholders and make an objective analysis on the relationship between the congestion at the BBI and the bus-only lane. There would be more progress from the discussion at TMDC;
- (iv) Although some companies implemented the five-day week arrangement and there was no school on Saturday, the frequency of buses on Saturday would not be reduced accordingly. With the completion of large housing development in the future, it was believed that passenger demands would continue rising. Therefore, he had reservations on the lifting of the bus-only lane restriction. But he supported commissioning a university or consulting firm to carry out surveys with questionnaires and collect objective data to review the bus-only lane restriction; and
- (v) It was pointed out that five-day week arrangement was not fully implemented. The Transport Department had not provided the data requested by Members last year so it was not necessary to commission a university or consulting firm to carry out a survey with questionnaires. Currently, vehicles had to queue when entering the BBI during peak hours. To avoid buses from causing congestions at the exit and entrance of the BBI and the Tuen Mun Road, the decision to lift the bus-only lane restriction should not be rash.

51. The Chairman said that residents living in the Castle Peak Road had been under pressure on traffic demand all these years. He was not in favour of completely lifting the bus-only lane restriction. He just suggested lifting the bus-only lane restriction on the stretch connecting the Tuen Mun Road and the BBI on Saturday, which would cause lesser impact. When vehicles turned into the Tuen Mun Road, drivers would check whether there were any buses nearby. So the interest of the public would not be harmed. He added that residents were not asking for special treatment on the right to use a road. He had to submit this paper for their demands or he was not able to account to them. He had also prepared a video and data about the traffic flow during different time slots (peak hours, off-peak hours and holidays) for an in-depth discussion.

52. The Chairman concluded by saying that this issue would be passed to the Working Group on Tuen Mun External Traffic to take follow-up action. The Transport Department was asked to prepare relevant data.

Working Group on
Tuen Mun External
Traffic, Transport
Department

(H) Request for Provision of Parking Spaces for Large Goods Vehicles in the District

(TTC Paper No. 12/2016)

Request for Provision of Additional Car Parking Spaces and Car Parks

(TTC Paper No. 15/2016)

(Paper No. 1 distributed at the meeting)

53. As the two papers above were related to parking space facilities, the TTC would discuss them together.

54. The Chairman said the Transport Department had submitted written response to the TTC Paper No. 15 before the meeting. Members please refer to Paper No. 1 distributed at the meeting.

55. The proposer of Paper No. 12 said that parking spaces in the car parks of private housing estates were not designed for goods vehicles. So goods vehicles had to be parked on the road side with the gradual development of rural areas and the gradual disappearance of private temporary car parks. Although the difficulties of drivers were understood, Members had to reflect to the police for more prosecutions as residents complained about illegal parking continually. Now that there were needs for parking spaces for goods vehicles in the district, the Government should consider providing more parking spaces for heavy goods vehicles or even building multi-storey car parks for goods vehicles to reduce illegal parking on roads.

56. The proposer of Paper No. 15 said he was dissatisfied and disappointed at the written response of the Transport Department. He said Members submitted a paper just to reflect local needs and the areas to be improved in the district. The need for a land to build a multi-storey car park was not too much. In its written response, the department pointed out that too many parking spaces would entice the passengers who used to take public transport into using private cars. But besides private cars, other types of vehicles needed parking spaces. Therefore, the community had genuine needs for parking spaces. That the government asked the police to deal with illegal parking was only a waste of resources. The recommendations of the TMDC should be listened to. For example, multi-storey car parks should be built on the roadside parking spaces, or multi-storey car parks should be built on the vacant lands in the district (eg. Kin Sang Estate, Siu Hin Court or the vicinity of Tai Hing Operational Base).

57. Other Members offered their views as follows:

- (i) In the past, the Transport Department designated roadside parking spaces at different locations in the district. While the effort of the department's representative was affirmed, the department was reminded to take follow-up action as soon as possible for the three roadside parking spaces in Tseng Choi Street used as compensation for those in Kwong Choi Market. He added that the developer had changed the floors designated as car parks in the commercial complex of Tuen Mun Town Centre into a shopping mall but the Planning Department did not allow those vacant lands in rural areas to be changed into temporary car parks. It was a waste of land resources and caused a lack of parking spaces in the district. Besides, he had suggested that the government should build a multi-storey car park at the Sun Hui Market and above the river from the Choi Yee Bridge to Pui To Road. This suggestion should be related to the Planning Department. It was hoped that the Secretariat would invite the Planning Department to send an officer to the meeting and make responses if there was similar discussion paper in future;
- (ii) In the last tenure, a paper on this issue was submitted to TTC for discussion but the department's response was similar to this one. The lack of parking spaces was worsening and citizens often complained about illegal parking. In some areas like Tin King Road, there was even double parking. Somehow, drivers did have difficulties in finding parking spaces. Although it was believed that the government would use vacant lands for housing project as a priority, it was hoped that the government would take note of the problem and use the areas concerned (like the vacant residential land in Area 29) as a temporary car park for parking purpose before beginning works on vacant lands;

- (iii) It was agreed to pass the above matter to the working group to take follow-up action. As the issue might be related to the Lands Department, Highways Department and Planning Department, it was hoped that the above departments would send officers to the meeting for an in-depth discussion. Besides, he asked the government departments to provide the following information before discussion: (a) the proportion required for the provision of parking spaces in urban planning during the recent 5 to 10 years, (b) was there any difference between the planning proportion for parking spaces in urban areas and the New Territories? (c) the current number of public and private parking spaces in the district. He also said he had received e-mails from citizens saying that the KMB had their buses illegally parked in the roads of the factory area. It not only occupied the road but also brought about problems on the traffic and public order;
- (iv) With the improvement of quality of life, the number of private cars had increased. The number of private cars should be fully reviewed to avoid the problem from worsening. As far as rural areas were concerned, he had been asking the Transport Department to build a temporary car park below the flyover of the Shenzhen West Link but the Planning Department rejected the recommendation somehow. After the flyover works of the Highways Department were completed, the open space below the flyover was enclosed and marked with "Government Land". Although there were goods vehicle parking spaces in the car park of the Tuen Mun Capital Square, goods vehicles were found parked overnight in other roads of the district such as Chun Wan Road and Tuen Mun Heung Sze Hui Road. There was also illegal parking in rural areas. It was hoped that the working group would deal with the above problem. Moreover, he pointed out that vehicles longer than 12 metres were not allowed to enter Ng Lau Road, causing dissatisfaction among the factories in the vicinity. At last, the government opened the roundabout near the TWGHs Yau Tze Tin Memorial College and let goods vehicles enter Ng Lau Road. However, the bend there was too narrow and would cause danger easily;
- (v) At the general meeting of the TMDC, he had reflected to the departments that goods vehicles had been illegally parked in the vicinity of Hoi Wing Road and the Sea Crest but it seemed there was no follow-up action on the matter. The government should review the practice of merely relying on the police to send officers to patrol and issue parking tickets. He suggested that while the government was looking for lands to build car parks and temporary car parks on vacant lands, it should study whether to use the current roadside parking spaces

properly, e.g. re-designing the parking spaces in the vicinity of Tsui Ling Garden and Fung On Street to provide more parking spaces for motor-cycles, private cars and goods vehicles. He also enquired the Planning Department about the contents of the Hong Kong Parking Standards and Guidelines in relation to parking spaces for private cars, the time it was last reviewed and the data on private parking spaces;

(vi) There was a view that citizens might change to use private cars because of family members' needs (e.g. having young children or elderly who had difficulties in walking). Therefore, he did not agree with the Transport Department's written response that too many parking spaces would entice the passengers who used to take public transport into using private cars instead. She added that although there were seven more parking spaces in Area 18, the problem of illegal parking was still serious. It would not be satisfactory when we just relied on the police to enforce the law. It was suggested building underground car parks and parking systems by referring to the mainland or Japan;

(vii) Members had discussed the above problem at the general meeting of the TMDC and the TTC for many times. It was recommended that the representative of the Transport Department went around the district to observe the illegal parking in the daytime and nighttime. He opined that the residents' needs for private cars in the New Territories West were greater than that of those in urban area. However, the number of parking spaces did not increase together with the rise of population and housing development. Therefore, the Transport Department should consider the methods used in other districts and tried the best to work out a long-term plan and not just collecting parking fines so as not to increase the citizens' burden and dissatisfaction; and

(viii) For several times, members had reflected a lack of overall parking spaces in Tuen Mun for many times but the government still developed a housing project at the open space of the former temporary car park in Tuen Mun (e.g. the one near the Pui To Light Rail Station). Then the number of parking spaces had been decreasing, thus affecting the residents who relied on vehicles to earn a living. The government's motive to impose fines on illegal parking only was doubted. She hoped the representative of the Transport Department would reflect Members' views to the top management and she supported the working group to continue follow-up action.

Action

Working Group on
Traffic Problems
within Tuen
Mun District

58. The Chairman said that besides relying on law enforcement by the police, the most important is to increase the number of parking spaces in the district. He would like the Working Group on Traffic Problems within Tuen Mun District to take follow-up action and invited other government departments concerned to the meeting of the working group.

59. The Chairman said the TTC had decided that TTC Papers No. 13, 14 and 16-20 would be discussed together at the special meeting held on 21 March. This meeting ended at 11:32 am.

Tuen Mun District Council Secretariat

Date: 8 April 2016

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