

Minutes of the 4th Meeting of
the Traffic and Transport Committee (2016-2017) of
the Tuen Mun District Council

Date : 15 July 2016 (Friday)

Time : 9:33 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	9:31 a.m.	End of meeting
Mr CHU Yiu-wah	TMDC Member	9:35 a.m.	End of meeting
Ms KONG Fung-yi	TMDC Member	9:30 a.m.	End of meeting
Mr NG Koon-hung	TMDC Member	9:30 a.m.	11:18 a.m.
Mr CHAN Yau-hoi, BBS, MH, JP	TMDC Member	9:40 a.m.	11:23 a.m.
Ms WONG Lai-sheung, Catherine	TMDC Member	9:50 a.m.	End of meeting
Ms HO Hang-mui	TMDC Member	9:40 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.	11:57 a.m.
Ms LUNG Shui-hing, MH	TMDC Member	9:30 a.m.	End of meeting
Mr CHAN Man-wah, MH	TMDC Member	9:30 a.m.	End of meeting
Mr HO Kwan-yiu, JP	TMDC Member	9:40 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	9:38 a.m.	10:26 a.m.
Ms SO Ka-man	TMDC Member	9:48 a.m.	12:05 p.m.
Mr KAM Man-fung	TMDC Member	9:30 a.m.	12:05 p.m.
Mr MO Shing-fung	TMDC Member	9:33 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	9:32 a.m.	12:02 p.m.
Mr IP Chun-yuen	Co-opted Member	9:30 a.m.	12:08 p.m.
Mr LAI Yu-lok	Co-opted Member	9:30 a.m.	11:29 a.m.
Ms NGAI Tsz-yan, Tina (Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department		

By Invitation

Mr LU Wing-chi, Kenny	Estate Surveyor/East (District Lands Office, Tuen Mun)
Dr YUEN Ka-yiu	Medical & Health Officer (Tobacco Control Office)3
Mr LAM Cheuk-kai, Curtis	Executive Officer I (Enforcement) 2
Dr LUI Siu-yun	Medical & Health Officer (Community Liaison)1
Mr Gary LEUNG	Assistant Manager, Planning & Development, The Kowloon Motor Bus Co. (1933) Ltd
Mr Steven WAN	Manager, Operations, The Kowloon Motor Bus Co. (1933) Ltd
Mr TSZE Chi-ho	Senior Operations Officer , Long Win Bus Company Limited
Mr LEUNG Suen-wai	Assistant Operations Manager (Department Two), Citybus Limited
Mr FUNG Ka-sing	Operations Officer, Citybus Limited

In Attendance

Mr MOK Ka-sing, Mark	Senior Transport Officer/Tuen Mun, Transport Department
Ms CHING Hoi-ying	Engineer/Housing & Planning/New Territories West, Transport Department
Mr CHAN Chi-pan, Ivan	Engineer/Tuen Mun North , 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 WONG Ho-mau, Victor	District Operations Officer (Tuen Mun)
Mr WONG Lap-pun	Station Sergeant, District Traffic Team (Tuen Mun)
Mr Kelvin YEUNG	Senior Operations Officer, The Kowloon Motor Bus Co. (1933) Ltd
Mr LEUNG Wai-shing, William	Assistant District Officer (Tuen Mun)2, Home Affairs Department

Absent

Mr CHAN Manwell, Leo	TMDC Member
Mr CHEUNG Hang-fai	TMDC Member
Mr LAM Chung-hoi	TMDC Member

I. Opening Remarks

1. The Chairman welcomed all to the 4th meeting of the Traffic and Transport Committee (“TTC”) 2016-2017.
2. The Chairman said Mr CARROLL Francis Thomas, District Operation Officer (Tuen Mun) of the Hong Kong Police Force had been transferred. On behalf of the TTC, he welcomed Mr WONG Ho-mau, who took over Mr CARROLL, and thanked him for his co-operation with the TTC in the past.
3. The Chairman reminded Members that any Member who was aware of a personal interest in a discussion item should declare the interest before the discussion. The Chairman would, in accordance with Order 39(12) of the Standing Orders, decide whether the Member who had declared the interest might speak or vote on the matter, might remain in the meeting as an observer, or should withdraw from the meeting. All cases of declaration of interests would be recorded in the minutes of the meeting.

II. Absence from Meeting

4. The Secretariat reported that it had received no applications by Members for leave of absence.

III. Confirmation of Minutes of the 3rd Meeting Held on 13 May 2016

5. The above minutes were endorsed.

IV. Matters Arising

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

Request for Provision of Additional Car Parking Spaces and Car Parks (TTC Paper No. 36/2016)

6. The Chairman said that at the 2nd meeting on 11 March, the TTC discussed these two matters and resolved that they should be passed to the Working Group on Traffic Problems within Tuen Mun District for follow-up action. At the meeting of the working group on 15 June, Members of the working group opined that as the issue involved several departments (including the Planning Department, Lands Department and Transport Department) and needed long-term planning, it was suggested that these two issues should be passed back to the TTC for follow-up action to explore the long-term planning of parking spaces, e.g. the study of the proposal for the construction of large public car parks. The working group would continue follow-up action on short-term improvement measures, including

converting the basement of the Tuen Mun Government Offices into a car park and opening the parking spaces on the ground floor of the Tuen Mun Government Offices outside office hours as a fee-paying hourly car park. He added that the Planning Department and the Lands Department submitted replies before the meeting and the Secretariat distributed the replies concerned to Members on 13 July.

7. Mr CHAN Chi-pan, Ivan of the Transport Department (“TD”) said the department had been observing the supply and demand of parking spaces in each district and would continue maintaining contacts with the department concerned like the Lands Department to seek out lands for car parks on short-term tenancy (“temporary car park”). Besides, the department would also provide roadside parking spaces at suitable locations on the premise that traffic safety and other road users would not be affected. Currently, the department would maintain communication with Members and study Members’ proposal for the locations of roadside parking spaces.

8. Members offered their views and made enquiries as follows:

- (i) It was hoped that the government would respond to local demands for parking spaces as soon as possible. For example, the usage of the car park for goods vehicles at the Tuen Mun Central Square was still not high. It was pointed out that seeking out lands to build car parks for private cars and large vehicles needed to consider the factor of location;
- (ii) The TD was not determined to seek out lands to build large public car parks in Tuen Mun. The mere provision of roadside parking spaces or temporary car parks could not solve the problem in the long term. It was reiterated that the government needed to seek out lands to build large public car parks for different types of vehicles;
- (iii) The recommendations raised in the TD’s reply was disappointing as the lands of many temporary car parks would be developed for housing purpose and large vehicles were not suitable to use roadside parking spaces. She often received complaints from drivers of large vehicles that the police often prosecute the vehicles which were parked on the roadside as requested by residents. In fact, the drivers were forced to park their cars on the roadside illegally as there were not sufficient parking spaces. It was hoped that the government would conduct a study to seek out lands to build government car parks in the long term for private cars and large vehicles in order to overcome the dilemma;

- (iv) As the Planning Department did not send a representative to attend the meeting, it was hoped that the department would provide supplementary information on the usage and data of the car parks in Tuen Mun district. Besides, if the government did not hope citizens to use private cars, the number of licences should be reduced at source and not the number of parking spaces thus causing insufficient supply. For example, the usage of Butterfly Estate, Wu King Estate and Siu Shan Court was high. The government should solve the problem concerned as soon as possible;
- (v) There were complaints made by residents about illegal parking which affected traffic and caused nuisances. The government should be well prepared in advance and upgrade the overall complementary traffic measures. It was also hoped that the departments concerned would take the problem seriously and allocate lands to build car parks and set the fees lower than the market price;
- (vi) The government had land resources for car park purpose but only there was no arrangement made. This had made many professional drivers park illegally owing to insufficient parking spaces and they were then prosecuted by the police. She asked the government to build car parks at suitable locations as soon as possible and set the fees at a level which citizens could afford;
- (vii) The TD should conduct a study for a solution. More importantly, the Planning Department should rectify the deficiency in the planning criteria. With goods vehicles prohibited from entry to the vicinity of the Lok Ma Chau control point, it was believed that more vehicles would go to Lintang and Deep Bay Link via Tuen Mun. Coupled with the development of Area 54 and the land in Area 16 which was used by the Kowloon Motor Bus (1933) Company Limited (“KMB”) for parking buses turning into a sports ground in future, it was worried that the problem of insufficient parking spaces in different areas (e.g. San Hui, Butterfly Estate and Po Tin Estate) would worsen and buses would be parked anywhere. It was hoped that the working group would take follow-up action as soon as possible.
- (viii) New-developed properties would reserve spaces for parking but the number could not meet the actual demands. Some of the housing projects in Kowloon district should be taken as reference, which had underground car parks to avoid vehicles from parking illegally on the streets owing to insufficient parking spaces in the project. On this, the government should become a leader to improve the planning and increase the provision of parking spaces in government buildings;

- (ix) According to Chapter Eight: Internal Transport Facilities in the Hong Kong Planning Standards and Guidelines stated in the reply of the Planning Department, the standards and requirements of parking facilities were prepared by the TD. On this, the TD should provide explanations on the parking spaces in Tuen Mun and put forward improvement proposals to revise the criteria concerned. However, the TD replied that the current parking spaces were sufficient. Under this circumstance, the working group could only conduct a study on its own. She cited an example that there were 990 households in Lung Yat Estate but there were only 3 hourly parking spaces and 20 monthly parking spaces. As a result, the parking spaces had been allocated by ballots since the first year of completion of the estate. There were no hourly parking spaces provided by the nearby Lung Mun Oasis car park, which reflected that the planning was not good. It was hoped that the TD would revise the content of the criteria concerned accordingly in light of the finding of the working group's study; and
- (x) The related provisions of the Hong Kong Planning Standards and Guidelines had been read and found to be containing vague guidelines in principle which did not use any data as standards and was subject to government's interpretation. Now that the TD did not build car park to avoid encouraging citizens to buy private cars, they should reduce the number of licences. He suggested writing to the TD, asking for scrutiny of the related provisions again, linking the number of parking spaces with the number of licences and reviewing the situations in each district.

9. The convenor of the Working Group on Traffic Problems within Tuen Mun District added that the working group suggested at the meeting some time ago that there should be a study on the matter of parking spaces. Currently, prospective partner organizations were invited for the project. The working group also opined that there were insufficient parking spaces in Tuen Mun. It was hoped that the government would take follow-up action in light of the finding of the study on the matter of parking spaces. He opined that following the government's resumption of the lands of temporary car parks for development, the number of parking spaces would continue to be insufficient and the rise of the car parking rent had reflected the market's demands. In light of the population growth in future and the completion of the Hong Kong-Zhuhai-Macao Bridge, the New Territories West would become a cross-border transportation hub so the government should have a long-term traffic planning. The working group also proposed short-term measures (e.g. turning rural

lands or open space under flyovers into temporary car parks) to be considered by the departments concerned. It was also hoped that the departments concerned would send representatives to attend the TTC meeting to show respect.

10. The Chairman concluded by asking the TD to solve the problem of insufficient parking spaces from the planning aspect. The Planning Department should work out criteria to provide for the provision of parking spaces in newly developed properties at a specified ratio. Besides, the government should continue the study on seeking out lands to build government or other car parks. He also asked the Working Group on Traffic Problems within Tuen Mun District to continue follow-up action on this issue.

TD,Planning
Department
Tuen Mun Working
Group on Traffic
Problems within Tuen
Mun District

V. Discussion Items

(A) Request for Widening the Ramp at Light Rail Tuen Mun Hospital Station (TTC Paper No. 37/2016)

11. The Chairman said the Hospital Authority (“HA”) and the MTR Corporations Limited (“MTRC”) submitted replies respectively before the meeting. The Secretariat distributed the replies to Members on 7 July and 13 July respectively.

12. The proposer of the paper said that this issue was not the problem of individual areas. In fact, it was related to the whole Tuen Mun district but the MTRC and HA did not send any representatives to the meeting, which was disrespect for the district council (“DC”). The HA somehow replied that they would fully go with the recommendations of government department but the MTRC did not specifically reply in response to the content of the paper. It only explained that there would be platform assistants arranged to assist passengers with their boarding and alighting of the trains. He reiterated that the problem raised in the paper i.e. as the passengers who got out at the Tuen Mun Hospital Light Rail Station (Tuen Mun-bound) and the people going into and out of the Tuen Mun Hospital would use the ramp beside the platform together, causing the location to become a bottleneck and nothing dealt with the operation of the platform. As he observed during the site visit, many wheel chair users used the ramp. He added that a lot of residents complained to him about this problem. It was hoped the TTC would write to the MTRC and HA to express concerns about this situation and asked them to send an officer for a site visit with Members together.

13. A Member pointed out that the date of TTC meeting was fixed in advance and the MTRC should not have used official duty as a reason for the submission of a reply only but failed to send a representative to the meeting. She felt that the MTRC did not respect the DC and she would like to express condemnation for this. She added that apart from the wheel chair users, their carers and other people who had difficulties in walking would use the ramp thus making it much more crowded. Therefore, improvement recommendations were made in light of residents' demands.

14. The Chairman suggested writing to the MTRC and the TD asking the MTRC to take follow-up action on this and arrange for a site visit with Members. The Chairman also suggested that this issue should be passed to the Working Group on Traffic Problems within Tuen Mun District and asked the MTRC to send a representative to attend the meeting.

15. Members offered their views and made enquiries as follows:

- (i) A letter should be written to the MTRC asking the MTRC to arrange for a site visit with Members together;
- (ii) It was concurred that the MTRC should be condemned for not sending a representative to attend the meeting. The MTRC had the responsibility to send a representative to attend the TTC meeting and hold discussion with Members about traffic matters. She hoped the Assistant District Officer (Tuen Mun) 2 could make co-ordinations with the department for sending an officer to attend the meeting;
- (iii) It was suggested that the TTC would pay a site visit with the MTRC so the Working Group on Traffic Problems within Tuen Mun District could deal with the problem as soon as possible;
- (iv) It was suggested paying the site visit before the meeting of the Working Group on Traffic Problems within Tuen Mun District in August so the representative of the MTRC could have a better idea about the follow-up action to be taken;
- (v) It was observed that government departments often did not send officers to attend meetings. It was enquired whether the Tuen Mun District Office had any internal or public paper to provide guidance to the departments on sending officers to attend the meetings under DC so Members could conduct monitoring; and
- (vi) It should be considered whether there would be misunderstanding when holding meetings or paying site visits during the period when the Legislative Council ceased operation.

16. Mr LEUNG Wai-shing, William, Assistant District Officer (Tuen Mun) 2 replied that District Council was an important channel of communication. The policy bureau and departments concerned would try to arrange for a suitable representative to attend meetings. Currently, departments or organizations would attend meetings under the District Council by permanent or non-permanent representatives. The Secretariat could provide Members with the information on the permanent representatives on the TTC for their reference.

[Post-meeting note: currently, the TD, Highways Department (“HyD”), Hong Kong Police Force, Civil Engineering and Development Department, Tuen Mun District Land Office, Tuen Mun District Office, KMB, Long Win and City Bus had permanent representatives on the TTC]

17. The Chairman opined that holding meetings or paying site visits during the period when the Legislative Council ceased operation would not affect the Legislative Council election. He concluded by asking the Secretariat to write to the MTRC and the TD requesting that the MTRC should arrange for a site visit with Members and this issue should be passed to the Working Group on Traffic Problems within Tuen Mun District for follow-up action.

Secretariat,
Working Group on
Traffic Problems
within Tuen Mun
District

[Post-meeting note: the above letter was sent on 22 July 2016 and the above site visit was paid on 10 August 2016. Besides, the TD had replied that the location concerned was not within the management areas of the TD]

(B) Request for Provision of Tuen Mun-Hung Hom Day Pass
(TTC Paper No. 38/2016)
(Reply from MTRC)

18. The Chairman said the MTRC submitted a reply before the meeting and the Secretariat distributed the reply concerned to Members on 13 July.

19. As there were no comments from Members, the Chairman asked the Working Group on Tuen Mun External Traffic to take follow-up action on this issue.

Working Group on
Tuen Mun External
Traffic

(C) Request for Installation of Bus Schedule Display Panels, Seats and Bus Shelters at Bus Stops
(TTC Paper No. 39/2016)
(Replies from TD and KMB)

20. The Chairman said the TD and the KMB submitted replies before the meeting

respectively and the Secretariat distributed the replies concerned to Members on 13 July.

21. Mr MOK Ka-sing, Mark of the TD said that as what the department had mentioned in the reply, the government would reserve resources for the bus company to improve the facilities at bus stops. Currently, there were about 3,000 sheltered bus stops, en route stops and interchanges and 1,300 sheltered bus stops which had power supply. The department and the bus company had commenced the preparation works for the installations of seats and display panels while the specific locations would depend on the actual geographical environment and conditions.

22. The proposer of the paper said that it was hoped that the department would go with the proposals in the paper and take follow-up action with the bus company.

23. A Member said that it was hoped that the department and the bus company could increase the coverage area of the shelter so more passengers could be benefited. Another Member said some residents reflected that the material of the shelter at the bus stop was too transparent and could not prevent the sunlight effectively.

24. Mr YEUNG Chun-wai of the KMB said that as what KMB had mentioned in its reply, KMB would continue going with TD's work, resources permitting; and would consider applying to the department for the provision of shelter and installation of display panels for the estimated time of arrivals in light of Members' further information or suggestions. As at the end of 2015, KMB had installed 250 electronic display panels to provide information such as estimated time of arrivals and planned to provide such facilities gradually at the bus shelters and terminuses which had power supply.

25. A Member said it was hoped that the department and the KMB would provide the information of the bus stop facilities to be installed within Tuen Mun district, including the schedule for the installation of facilities this year and the next year. Another Member said the KMB should examine the size of the bus stop shelter to avoid the shelter being no use. For example, there was space for the extension of the shelters at the bus stops in the vicinity of Lam Tei. The KMB should be fair to all and build shelters at the locations where there was space and install electronic display panels at the bus stop which had power supply.

26. The proposer of the paper added that the material of the bus stop shelter could be improved. For example, reference could be taken on the design the DFMC used

for the provision of cover at the Po Tin pedestrian walkway some time ago, which had better heat insulation. It was suggested that the TD should pay a site visit there.

27. The Chairman said that as the KMB had taken follow-up action on the recommendation in the paper, Members could provide the proposed locations to the TD and the KMB. He concluded by asking the TD to consider Members' suggestions. Before the completion of the improvement measures at the bus stops in the whole Hong Kong, the Tuen Mun Road Bus-Bus Interchange ("BBI") could be considered as a pilot study so the environment of waiting for buses could be improved to the benefit of the citizens in the whole district.

TD.

(D) Request for Expansion of Tuen Mun Road Bus-bus Interchange

(TTC Paper No. 40/2016)

(Paper No. 1 distributed at the meeting)

Request for Improvement to the Environment for Waiting Passengers at Tuen Mun Road Bus-bus Interchange

(TTC Paper No. 44/2016)

(Replies from the Department of Health, HyD and KMB)

28. As the two issues above were related to the BBI, the TTC would discuss them together. The Chairman said that the TD submitted a reply before the meeting in respect of paper No.40 (paper No.1 was distributed at the meeting) and the Department of Health, HyD and the KMB submitted replies in respect of paper No.44 before the meeting. The Secretariat distributed the replies to Members on 7 July and 13 July respectively.

29. The Chairman welcomed Dr YUEN Ka-yiu, Medical & Health Officer (Tobacco Control Office) 13, Mr LAM Cheuk-kai, Executive Officer I (Law Enforcement) 2, and Dr LUI Siu-yan, Medical & Health Officer (Community Liaison) of the Department of Health to the meeting.

30. The proposer of the paper 44/2016 said many residents complained about the exceedingly high temperature at the BBI. It was suggested taking reference to the practice in mainland China in which there should be sprinkler facilities provided. However, the KMB's reply reflected that they did not have such plan. It was hoped that the TD and the KMB could take initiative to further improve the facilities at the BBI. The second recommendation in the paper was to provide insulating membrane on the shelter of the BBI to improve the insufficient heat insulating capacity. It was hoped that the department would refer to the design used for the provision of cover for the Po Tin pedestrian walkway. Besides, she observed that there were eight BBIs which had been designated as no smoking areas. It was hoped that the authority

concerned would take priority in considering the designation of the BBI as a no smoking area.

31. The Chairman said that as the BBI was one of the important facilities in Tuen Mun, the TD should refer to examples in other districts and continue the improvement of the facilities there. It should also consider expansion of the BBI to ensure that buses could enter smoothly and improve the conditions of traffic congestion.

32. Members offered their views and made enquiries as follows:

- (i) The paper was submitted last year to suggest measures for the improvement of the shelter of the BBI which had poor heat insulation. She suggested provision of solar panels on the shelter to enhance the heat insulation capacity and transform the sunlight into electricity for lighting. It was hoped that the department would conduct a study on this suggestion again and promote this measure to other bus stops;
- (ii) Buses sometimes had to take 5 minutes for loading and unloading passengers at the BBI and the number of bus routes passing it would increase in future. It was opined that it showed a lack of forward looking thinking for the department choosing not to consider expansion of the BBI. The study concerned should commence as soon as possible. Besides, there were a variety of choices for the heat insulation materials on the shelter. It was enquired whether the government had conducted a test and the heat insulation rate of the current shelter. On the proposal for provision of sprinkler facilities made by other Members, he opined that consideration should be made according to the feasibility. However, the HyD replied that automatic sprinkler system which was mechanical and electrical facility was responsible by the Electrical and Mechanical Services Department (“EMSD”). It was hoped that the EMSD would respond on its feasibility;
- (iii) Currently, temperature at the BBI was very high but the departments and the organisation concerned did not make a positive response on the provision of sprinkler systems. For example, the HyD only replied that the sprinkler system was under the responsibility of the EMSD. The KMB said it had applied to the TD for the provision of fans. He enquired how the proposal for the provision of sprinkler system was implemented. For example, should the bus company apply to the TD or should it be recommended by the DC. It was also enquired about the departments involved in the process;

- (iv) If the BBI had more space, there should be more bus routes arranged to travel past the BBI and there should be additional routes which would depart at the BBI. Besides, some residents reflected that the time the buses took in the loading and unloading passengers at the BBI was longer than the several minutes stated by the department. At the meeting some time ago, a Member suggested arranging for 59A and 58X to travel past the BBI. However, the department had rejected it as there was inefficient space at the BBI. Therefore, it was necessary to commence a study on the expansion of the BBI so the department would have adequate time to plan and consider;
- (v) A questionnaire survey was conducted in 2013. The findings at the time showed that it was necessary to expand the BBI. Later, when she conducted a survey on the frequency, it was found that buses queued to enter the BBI during peak hours in the morning. It was opined that the department did not allow 59A and 58X to travel past the BBI to avoid buses from having collisions owing to insufficient space. Even though the department started doing the survey, it was estimated it would be implemented in eight to ten years. Therefore, the government should start planning in light of the population growth. Besides, as she understood, the Department of Health designated eight BBIs as no smoking areas on 31 March 2016. It was enquired about the reason why the department did not include the BBI;
- (vi) It was noted that some residents had brought along umbrellas to prevent the sunlight, which proved that the heat insulation of the shelter was not good. Therefore, it had been requested that the material of the shelter of the BBI should be improved or installed with fans for better radiation. Besides, with the development of the vicinity of Area 54 and Hung Shui Kiu, it was believed there would be more and more citizens and buses using the BBI. The department should closely observe the situations concerned;
- (vii) A site visit was paid at the BBI in the morning and afternoon during the peak hours. It was found that buses had to queue to enter the BBI in the afternoon during the peak hours even though there was no traffic accident nearby. It proved that there was a need to expand the BBI. Besides, as a lot of passengers used the BBI, the department should continue the improvement of the facilities at the BBI. It was hoped that the Working Group on Tuen Mun External Traffic would continue follow-up action; and
- (viii) It was concurred that the waiting environment of the BBI was too hot and the Tuen Mun residents had reflected this problem on the internet platform. The problem was the material of the shelter which was not effective in the

prevention of heat from the sun, nothing related to the good condition of the heat-insulated shelter as replied by the HyD. It was hoped that the department would take follow-up action.

33. The proposer of the paper No. 40/2016 said the BBI came into being by Members' efforts, which proved that Members were forward-looking. For the time being, there should be an expansion to go with its usage as soon as possible. The department replied that it took two minutes on average for a bus to load and unload passengers at the BBI. In fact, it did not reflect the actual situations during peak hours, which was quite different. Moreover, the facilities at the BBI should be enhanced, e.g. installation of double-layer heat insulation panels, fans, Octopus add value machines, permanent toilets, etc. to create a comfortable waiting environment.

34. The Chairman said the BBI was an important issue of citizens' livelihood. It was hoped that the departments concerned should respond to the proposals for the provision of convenient facilities there on the premise that the cost would not be passed on to the passengers. He had also invited Mr LU Wing-chi, Kenny, Estate Surveyor/East of the Tuen Mun District Lands Office to provide explanations on the progress of the examination and approval of the provision of customer service station at the BBI by the KMB for the Octopus add value service.

35. Mr MOK of the TD replied that the department had consulted the EMSD on the provision of sprinkler facility. Initially, it was opined that the facility would make the ground damp permanently so there was a worry of safety. On the other hand, water accumulation might give rise to mosquito infestation. As there was a reservation on the proposal, it had to be studied carefully.

36. Mr MOK of the TD replied that the department showed concerns about the operations of the BBI and the bus only lane nearby. It would continue monitoring the time required by the buses travelling past the BBI during peak hours and study the Members' proposals for the expansion of the BBI.

37. Dr YUEN of the Department of Health replied that the government amended the Smoking (Public Health) Ordinance (CAP 371), Chapter 371, Laws of Hong Kong whereby eight bus interchanges within the area of tunnels would be designated as no smoking areas. The amendments concerned were endorsed by the Legislative Council and implemented on 31 March 2016. The purpose of the amendments was the first pilot study to extend the statutory no smoking areas to other public facilities. The government would review the implementation at the beginning of next year and

consider extending the no smoking areas to other public facilities or areas, including the BBI. As this extension of the no smoking areas was a pilot study, the areas only covered the bus interchanges within the area of tunnels. Therefore, the BBI was not included. However, the FEHD of Health noted the views of the DC and noted a lot of residents were using the BBI. They would consider designating the BBI as a no smoking area. On Members' request that the whole BBI would be designated as a no smoking area in future, the government would designate the whole BBI as a no smoking area so the law enforcing officers and citizens could comply with the no smoking provisions if the no smoking measures were extended to cover the BBI. If only part of the no smoking area was designated as a no smoking area, the smokers would have a chance to smoke near the non-smokers so citizens would have less protection. As every interchange has its special feature, the department would pay a site visit and decide on the scope of the no smoking area with surveys when conducting a study to designate certain location as a no smoking area. However, the principle was the whole interchange would be designated as a no smoking area.

38. Mr LU of the Tuen Mun District Lands Office said that the department understood Members showed concerns about the provision of Octopus add value service at the BBI. However, the KMB had applied for the provision of a convenience store at the BBI so shop assistants could provide customer service and Octopus add value service, which was related to commercial activities. Therefore, the department had reservations on directly granting land to the KMB for commercial activities. If the KMB's application for a customer service station which included a customer service centre and provide Octopus add value service only, the department could complete the examination and approval as soon as possible according to the current land policy. Therefore, the department had been enquiring whether the KMB would revise their application purpose to provide customer service centre and Octopus add value service only excluding commercial elements in light of the citizens' requests. On the rent, the department needed to decide according to the land use and current policy.

39. Mr WAN Wai-yim of the KMB replied that the company had been following up with the Lands Department on the application for provision of customer service station at the BBI. The KMB hoped that the role of the customer service station included the sale of souvenirs and things that customers needed apart from answering passengers' enquiries and providing Octopus add value service. On the shelter of the BBI, as the shelter was managed by the HyD, the KMB would try to consider improvement measures within its capability if the HyD agreed.

40. Mr LIU Hing-wah of HyD replied that the department was responsible for the design and construction of BBI and ensured the facilities there would comply with the requirements. During the acceptance of BBI, the functions of shelter were tested with confirmation that the shelter could prevent 90% of the ultraviolet radiation and half of solar heat. As the related works and contract had been completed, there would be difficulties for any additional works. If the bus company intended to improve the facilities of BBI, the department would be pleased to co-operate.

41. The Chairman said that the KMB's application for the provision of customer service station at the BBI had been made by correspondences with very low efficiency. It was suggested that there should be co-ordinations by the DC to hold an unofficial meeting for discussion to avoid delay on the progress. After discussion, the TTC agreed that the Chairman would head eight Members (Ms. HO Hang-mui, Mr LAM Chung-hoi, Mr TSUI Fan, Mr CHAN Manwell, The Hon HO Kwan-yiu, Mr KAM Man-fung, Mr MO Shing-fung and Mr YEUNG Chi-hang) to hold unofficial meeting with the departments concerned and the representative of the KMB to discuss the facilities at the BBI.

42. A Member said the EMSD had pointed out that the sprinkler system would cause water accumulation and mosquito infestation but the remarks were not rational. The water vapour should become mist before reaching the ground. According to experience, such measure could lower the temperature indeed. It was hoped that the department would positively consider this. Besides, it was enquired why BBI was not included when bus interchanges were designated as no smoking areas at the very beginning, and whether there was a schedule to designate BBI as a no smoking area.

43. Dr YUEN of the Department of Health reiterated that after the eight bus interchanges within the entrance area of tunnels had been designated as no smoking areas, the government would consider extending the no smoking area to other public facilities including the BBI but there was no definite schedule for the time being. The bureau and the department noted the views of the Tuen Mun District Council and knew a lot of residents were using the BBI.

44. Members offered their views and made enquiries as follows:

- (i) The designation of the BBI as a no smoking area, improvement of the shelter and provision of sprinkler facilities were supported.
- (ii) The sprinkler system had been launched in many regions without the problem of mosquito infestation. The EMSD's reply lacked international vision indeed. It was hoped that the TD would reflect Members' views to the EMSD;

- (iii) It was reiterated that more than ten buses queued to enter the BBI during peak hours. The department should study the expansion of the BBI as soon as possible;
- (iv) It was hoped that the HyD could meet the needs of the citizens when designing the shelters of bus stops in future. There should be heat insulation on the shelter for the hot weather in Hong Kong;
- (v) Even if the government would not consider the provision of sprinkler facilities, there should be fans provided to solve the problem of heat radiation at the BBI;
- (vi) It was enquired whether the KMB customer service station would open 24 hours to cope with customers' need for Octopus add value service at late night. Otherwise, the provision of self-service Octopus add value machines was preferred; and
- (vii) It was suggested that trees should be planted near the BBI and prevent sunlight in an environmentally friendly way. Besides, there were many bus stops which had soft drinks vending machines. It was enquired whether this would also involve the EMSD and the Lands Department. It was hoped that the Chairman would deal with these issues together at the unofficial meeting.

45. The Chairman concluded by saying that the TTC would send nine Members to have an unofficial meeting with the departments concerned and the KMB for the discussions on the facilities at the BBI.

[Post-meeting note: the above unofficial meeting was held on 11 August 2016. People present included the representatives of the Tuen Mun District Lands Department, the TD, the HyD, the KMB and eight Members. The major points of the meeting were as follows: (i) the KMB would study the feasibility of the application to Lands Department for a customer service station at the BBI providing Octopus add value service only. If the DC supported the provision of a convenience store at the BBI, the Lands Department could separately conduct a study on the feasibility of putting it out to tender; (ii) the KMB would install fans at their bus stops on a trial basis and would apply to the HyD for the provision of special fibre panel on the shelter to improve the waiting environment of the BBI.]

Secretariat

(E) Request for Examining the Construction of Tuen Mun to Tsuen Wan Railway (Tuen Tsuen Rail)
(TTC Paper No. 41/2016)
(Reply from the Transport and Housing Bureau)

46. The Chairman said that the Transport and Housing Bureau (“THB”) submitted a reply before the meeting and the Secretariat distributed the reply concerned to Members on 13 July.

47. The proposer said the proposal for the Tuen Tsuen Railway had been made many years ago. However, it was regretted that the government did not include the Tuen Tsuen Railway among the seven new railway proposals initially made in the Railway Development Strategy 2014. Deciding factors were demands for transportation, cost-effectiveness and whether it could go with the new town development. Nevertheless, of the seven new railway proposals, the population along the Northern Link and the South Island Line was low. The Tuen Mun South Extension only served about sixty thousand residents and the Tung Chung West Extension benefited about ten thousand residents only. This proved that the government only supported the proposals which would bring cost-effectiveness but ignored the demands for transportation of the one hundred thousand plus residents along the Castle Peak Road. Besides, there were continual developments and new housing estates in the New Territories West. The government should connect Tuen Mun and Tsuen Wan with a railway. Otherwise, the traffic flow brought by additional population could not be eased in future. Therefore, it was hoped to fight for the construction of the Tuen Tsuen Railway again.

48. The Chairman said the Tuen Mun District Council and the Tsuen Wan District Council had allocated \$600,000 to conduct a study on the Tuen Tsuen Railway and submitted the findings to the government. It was a pity that the recommendation was not accepted. He supported Members to continue the fight for the construction of the Tuen Tsuen Railway.

49. Members offered their views and made enquiries as follows:

- (i) It was concurred that the study on the feasibility of the Tuen Tsuen Railway should continue in response to the great demands for transportation brought by the development of large scale private housing estates, Harrow International School Hong Kong and the Chu Hai College of Higher Education. Therefore, it was hoped that the government would provide explanation on the siting of the Tuen Mun South Extension and the launch schedule, and would seek public consultation on this;

- (ii) With the development of Hung Shui Kiu and the West Rail's extension to Tuen Mun South, the patronage of the West Rail would have a great increase. Even though the West Rail trains would have eight cars each gradually, it was believed the patronage would reach the highest capacity. Therefore, it was hoped the planning of the Tuen Tsuen Railway should be made as soon as possible to satisfy the demands for transportation caused by the development in the vicinity of the Castle Peak Road;
- (iii) The community had discussed the issue of Tuen Tsuen Railway for some 20 years. Even though the two district councils supported the construction, the government did not consider it owing to insufficient financial returns at last. As the route of the West Rail was winding, Tuen Mun residents had to pay more time and fares going to and from urban areas so it was unfair indeed. She concurred that its patronage would still reach its highest capacity very soon after the West Rail trains had eight cars each. Members should continue the fight for the construction of the Tuen Tsuen Railway in response to the population growth; and
- (iv) The demands for transportation of the Tuen Mun residents were very great. For example, there were still traffic congestions even though the improvement works of the Tuen Mun Highway were completed. She believed the MTRC would find it easy to balance the cost required for the works with the earnings from the superstructure property along the railway line.

50. The Chairman suggested writing to the THB to request that the Tuen Tsuen Railway should be built as soon as possible.

51. The proposer of the paper agreed to write to the THB and suggested the following justifications: (i) the seven new railway proposals recommended in the Railway Development Strategy 2014 were not large scale development and were put forward before the population growth. The government should not ignore the demands of the current residents along the Castle Peak Road; and (ii) when the government developed the Lantau Island in future, the construction of the Tuen Tsuen Railway should be considered for a circular network connecting the vicinity of Hong Kong Gold Coast, Sham Tseng and Tsang Lung Tau to avoid traffic congestion. Therefore, planning should commence as soon as possible and not be pending the review on the railway development strategy after 2031.

52. The Chairman concluded by asking the Secretariat to write to the THB, hoping the bureau would re-consider the construction of the Tuen Tsuen Railway earlier. It was hoped that the TD would forward Members' views to the bureau for consideration.

[Post-meeting note: the above letter was sent on 29 August 2016]

(F) Expeditious Planning of Development of the Road, Traffic and Transportation Network between Tuen Mun and Tung Chung, the Airport, Macao and Zhuhai via Chek Lap Kok Link
(TTC Paper No. 42/2016)
(Reply from the TD)

53. The Chairman said that the TD submitted a reply before the meeting and the Secretariat distributed the reply concerned to Members on 13 July.

54. The proposer of the paper said that the Chek Lap Kok Link and the Hong Kong – Zhuhai – Macao Bridge would be completed within two or three years. The departments concerned failed to provide the latest information to the Tuen Mun District Council, and did not consult the DC on the public transportation service between Tuen Mun and the Lantau Island and Tung Chung and cross border transportation (to Macao and Zhuhai) and the route rationalisation. It was hoped that the matter concerned would be discussed at this meeting.

55. Mr MOK of the TD replied that the department's reply had provided explanations on the arrangements after the opening of the Chek Lap Kok Link and the Hong Kong – Zhuhai – Macao Bridge. On the public transportation service, the department had quotas for the cross border traffic arrangements. The operator who was awarded the quotas would consider the routing according to the commercial and market conditions. This arrangement was similar with that of other control points. The divisions concerned of the department noted Members' views on the routes to Macao and Zhuhai. On the service between the Lantau Island and Tung Chung, the department had passed the information about the Chek Lap Kok Link to the bus company. Upon receipt of the proposals submitted by the bus company, the department would consider it thoroughly and consult the district councils concerned.

56. Members offered their views and made enquiries as follows:

- (i) The TD's reply mentioned that there would be huge changes in the vicinity of Lung Mun Road and Lung Fu Road, including the construction of an elevated

driveway, changing the traffic light-controlled intersection into a roundabout, and revising road sections and re-routing. On this, it was enquired about more information concerned and the schedule of public consultation;

- (ii) As he understood, the department concerned was consulting the Legislative Council on the hardware arrangement of the Chek Lap Kok Link so the department should have the information about the detailed plans. Other information on ancillary supports should be provided to Members;
- (iii) It was worried that the department's reply might imply no follow-up action on the Tuen Mun West Bypass and there would be road improvement facilities in the vicinity of Lung Mun Road only. If it was true, a lot of vehicles would be travelling past Wong Chu Road and Ming Kam Road, causing traffic congestions in Tuen Mun district. Some time ago, at the DC meeting, the deputy secretary of the THB said there would be a review pending the consultation with the Yuen Long District Council. It was suggested that it should be discussed together with the content of this paper;
- (iv) If the TD had passed the information about the Chek Lap Kok Link to the Legislative Council, the department should pass the information concerned to Members for reference at the same time; and
- (v) Before passing the information about the Chek Lap Kok Link to the bus company to consider route arrangements, the department should consult the DC first and then provide members with supplementary information on the latest arrangement of the Tuen Mun West Bypass for reference.

57. The proposer of the paper said the department should consult the DC and the citizens on the transportation service between Tuen Mun, and the Lantau Island, Tung Chung and the border on its own initiative and not wait for the bus company and operators to put forward proposals. He hoped that a non-permanent working group could be formed or it would be passed to the Working Group on Tuen Mun External Traffic to take follow-up action on this issue.

58. Mr MOK of the TD replied that there was still some time before the opening of the Chek Lap Kok Link and the Hong Kong – Zhuhai – Macao Bridge. When the bus company submitted proposals, the department would scrutinise them and consult the DC in the annual Bus Routes Planning Programme together. Besides, the department had passed the consultation documents related to the traffic arrangement of the Hong Kong – Zhuhai – Macao Bridge to the 18 district councils through the

Secretariat of the DC. On the hardware arrangement of the Chek Lap Kok Link, he would seek an understanding from the division concerned. Members would be provided supplementary information concerned, if any.

59. The Chairman concluded that it was believed that the department would consult the DC on the routing arrangement of the Tuen Mun West Bypass. It was suggested that this issue would continue, and the TD was asked to provide the latest information about the Tuen Mun West Bypass at the next meeting for an overall discussion of the recommendation in the paper.

TD

(G) Request for Widening the Roundabout/Roads and Combating Illegal Parking
(TTC Paper No. 43/2016)

60. The proposer of the paper said that the illegal parking problem in the vicinity of Hing Fu Street and Hing Kwai Street was serious. Every night, there were goods vehicles and private cars which were parked illegally. Residents in the vicinity of Po Tin Estate, Kwong Shan Village and Po Tong Village also complained about illegally parked vehicles causing traffic congestion in the morning. Some schools reflected that school coaches for students had difficulties in accessing the schools. Coupled with the public facilities works at the underground of Hing Fu Street at site 5 in Area 54, it was worried that the traffic congestion in the morning would last for a long period of time. It was hoped that the police would show concerns about this and combat the problem, and a site visit would be paid with the department concerned together. She suggested passing this issue to the Working Group on Traffic Problems within Tuen Mun District.

61. Mr WONG Ho-mau, Victor of the Hong Kong Police replied that they had sent officers to the above locations to look into the case and take law enforcement action upon receipt of the complaint, and had been monitoring the condition of illegal parking there. Before this meeting, he paid a site visit there and noticed that there was no illegal parking in Hing Fu Street and Hing Kwai Street. There were only two or three private cars which were parked at the roundabout and prosecutions would continue.

62. The proposal of the paper added that there were a lot of complaints from residents some time ago. The current situation had been improved perhaps because there were fewer students around during summer vacation. It was hoped that the TD and the police would take follow-up action. It was suggested that this issue would be

passed to the Working Group on Traffic Problems within Tuen Mun District. Besides, apart from the proposal for double yellow line marking and law enforcement, residents complained about the lamp signal control in that road section which could not ease the traffic flow effectively. It was hoped that the TD would make improvements.

63. Mr CHAN Chi-pan, Ivan of the TD replied that the department had paid a site visit there and noticed there was illegal parking at the roundabout. The department could go to the location concerned for a site visit with the proposer of the paper after the meeting to see what road measures could avoid vehicles from standing in that road section to further improve the traffic congestion. The department was scrutinising the intersection arrangement on the improvement of lamp signal control, which could be followed up during the site visit.

64. In light of the proposer's suggestion, the Chairman concluded by asking the Working Group on Traffic Problems within Tuen Mun District to take follow-up action on this issue.

Working Group on
Traffic Problems
within Tuen Mun
District

VI. Reporting Items

(A) Reports by Working Groups - Progress Reports of Working Groups as at 30.6.2016 (TTC Paper No. 45/2016)

Working Group on Tuen Mun External Traffic

65. Members noted all the contents of the paper without any comments.

Working Group on Traffic Problems within Tuen Mun District

66. Members noted all the contents of the paper without any comments.

(B) Report by the Transport Department (TTC Paper No. 46/2016)

67. Members noted all the contents of the paper.

68. A Member said that the frequency of 259D at the bus stop in Chun Yip Lane, Kwan Tong (Tuen Mun bound) had delays: the bus which had departed at 7:31pm arrived at 7:56 pm. on 5 July; the bus which had departed at 8:15pm arrived at 8:32 pm on 6 July; the bus which had departed at 7:55 pm arrived at 8:25 pm on 7 & 8

July; there were trips during 9 - 14 July which were late for 20 to 25 minutes for three days. She opined that the trips during peak hours should not have any delay for 20 odd minutes. It was hoped that the department would look into the delays as soon as possible.

69. Mr MOK of the TD replied that he would seek an understanding from the Members concerned after the meeting. Then he would check the operation record of the bus company before giving a direct reply to Members concerned.

70. Another Member enquired about launch time of 62X running the whole day.

71. Mr MOK of the TD replied that Members had been consulted on the proposal concerned in the Bus Routes Planning Programme 2016 some time ago. It was noted that Members had different views on this proposal, e.g. opposing the reduction of the frequency of 259D to increase the frequency of 62X. Therefore, the bus company had withdrawn the proposal for the time being but the department noted Members' request for 62X running the whole day.

72. A Member concurred that the waiting time for 259D in Kwun Tong during the peak hours in the afternoon was very long so there were a lot of waiting passengers. The bus would become full after the first few stops. Moreover, he noticed that the TD sent emails to Members through the Secretariat on 30 June 2016 about the Bus Routes Planning Programme 2016. In the programme, some items stated that the service would be enhanced by relying on the reduction of the frequency of 57M. Therefore, if the frequency of 57M was maintained, the service could not be enhanced. However, on the proposal for 62X running the whole day, it had never set out that it would be directly linked to the reduction of the frequency of 259D and the DC did not oppose 62X running the whole day. The department's conclusion that the proposal was withdrawn for the time being in light of DC's views was not true.

73. A Member said it was believed that Members along the route of 62X did not oppose it running the whole day and she had been fighting for 62X to run the whole day for 20 years or so. It was hoped that the department would provide explanations and implement the proposal as soon as possible to account to the residents. Another Member pointed out that 62X running the whole day was the consensus at the meeting some time ago. The TD and the KMB should study on its own how to arrange bus resources for the implementation of the proposal as soon as possible so the residents in the vicinity of Siu Lun Court and Goodview Garden did not need to take 62X or 259D in light of the time.

74. Mr MOK of the TD added that the division concerned had consulted the TTC on the Bus Routes Planning Programme and understood Members' wish to see 62X running the whole day. After consolidating Members' views, the department and the bus company studied and scrutinised Members' views thoroughly. However, it was decided to withdraw the proposal concerned for the time being owing to limited resources. In June, the department distributed the conclusions of the Bus Routes Planning Programme to Members for their perusal.

75. The Chairman asked the TD to consider Members' view to implement 62X running the whole day as soon as possible.

TD

VII. Any Other Business and Date of Next Meeting

76. There being no other business, the meeting closed at 12:12 pm and the next meeting would be held at 9:30 am on Friday, 23 September 2016.

Tuen Mun District Council Secretariat

Date: 16 August 2016

File Ref: HAD TMDC/13/25/TTC/16