

Minutes of the 8th Meeting of
the Traffic and Transport Committee (2016-2017)
the Tuen Mun District Council

Date : 17 March 2017 (Friday)

Time : 9:30 a.m.

Venue : Tuen Mun District Council (TMDC) Conference Room

<u>Present</u>		<u>Time of Arrival</u>	<u>Time of Departure</u>
Mr SO Shiu-shing (Chairman)	TMDC Member	9:30 a.m.	End of meeting
Mr YIP Man-pan (Vice-chairman)	TMDC Member	9:30 a.m.	End of meeting
Mr LEUNG Kin-man, BBS, MH, JP	TMDC Chairman	9:30 a.m.	End of meeting
Mr LEE Hung-sham, Lothar, MH	TMDC Vice-chairman	9:30 a.m.	End of meeting
Mr KWU Hon-keung	TMDC Member	9:31 a.m.	1:04 p.m.
Mr TO Sheck-yuen, MH	TMDC Member	9:30 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 CHAN Yau-hoi, BBS, MH, JP	TMDC Member	9:30 a.m.	End of meeting
Ms WONG Lai-sheung, Catherine	TMDC Member	9:30 a.m.	End of meeting
Ms HO Hang-mui	TMDC Member	9:30 a.m.	End of meeting
Mr LAM Chung-hoi	TMDC Member	9:30 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.	End of meeting
Ms LUNG Shui-hing, MH	TMDC Member	9:30 a.m.	1:09 p.m.
Mr CHAN Man-wah, MH	TMDC Member	9:30 a.m.	End of meeting
Mr CHAN Manwell, Leo	TMDC Member	9:30 a.m.	End of meeting
Mr CHEUNG Hang-fai	TMDC Member	9:30 a.m.	End of meeting
Ms CHU Shun-nga, Beatrice	TMDC Member	9:30 a.m.	End of meeting
Mr TSANG Hin-hong	TMDC Member	9:30 a.m.	End of meeting
Ms SO Ka-man	TMDC Member	9:30 a.m.	End of meeting
Mr MO Shing-fung	TMDC Member	10:00 a.m.	End of meeting
Mr KAM Man-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	9:33 a.m.	1:03 p.m.
Mr LAI Yu-lok	Co-opted Member	9:31 a.m.	11:25 a.m.
Mr TSANG Tak-lung, Sam (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 CHAN Wing-fai	Acting Senior Property Manager (Acquisition, Allocation & Disposal) Projects & Special Duties, Government Property Agency
Miss HO Pui-yiu, Iris	Senior Executive Officer (Special Projects), Government Property Agency
Mr Gary LEUNG	Assistant Manager, Planning & Development, The Kowloon Motor Bus Co (1933) Ltd
Mr LO Chun-ho	Assistant Manager, Operations, The Kowloon Motor Bus Co (1933) Ltd
Mr LAW Yiu-wah	Planning and Support Officer I (Administration and Planning), Long Win Bus Co Ltd
Mr Brian LAM	Assistant Operations Manager, Citybus 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 LAU Ka-kin, Marcus	Engineer/Tuen Mun Central, Transport Department
Ms CHING Hoi-ying	Engineer/Housing & Planning/New Territories West, 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), Hong Kong Police Force
Mr WONG Lap-pun	Station Sergeant, District Traffic Team (Tuen Mun), Hong Kong Police Force
Mr Kelvin YEUNG	Senior Operations Officer, The Kowloon Motor Bus Co (1933) Ltd
Mr POON Chun-kong	Assistant Manager (Traffic Operations), Long Win Bus Co Ltd
Miss CHAN Hoi-ting, Gillian	Assistant District Officer (Tuen Mun) ² , Home Affairs Department

Absent with Apologies

Mr NG Koon-hung	TMDC Member
Mr IP Chun-yuen	Co-opted Member

I. Opening Remarks

1. The Chairman welcomed all present to the 8th meeting of the Traffic and Transport Committee (“TTC”) (2016-2017).
2. The Chairman reminded Members that any Member who was aware of a personal interest in a discussion item should declare the interest before the discussion. The Chairman would, in accordance with Order 39(12) of the Tuen Mun District Council (“TMDC”) Standing Orders, decide whether the Member who had declared an interest might speak or vote on the matter, might remain in the meeting as an observer, or should withdraw from the meeting. All cases of declaration of interests would be recorded in the minutes of the meeting.

II. Absence from Meeting

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

III. Confirmation of Minutes of the 7th Meeting Held on 13 January 2017

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

IV. Matters Arising

(A) Expeditious Planning of Development of Road, Traffic and Transportation Network between Tuen Mun and Tung Chung, Airport, Macao and Zhuhai via Chek Lap Kok Link

(TTC Paper No. 42/2016)

(Paragraphs 6 - 13 of Minutes of the 4th Meeting, Paragraphs 6 - 14 of Minutes of the 5th Meeting, Paragraphs 6 - 17 of Minutes of the 6th Meeting, and Paragraphs 8 - 18 of Minutes of the 7th Meeting of TTC (2016-2017))

(Written Response of Highways Department)

5. The Chairman said the TTC had continued the discussion of the issue at its 7th meeting on 13 January 2017, and it had agreed to take the issue forward to the current meeting for further discussion and request the Transport Department (“TD”) to explain the directions of the planning for public transport services on Tuen Mun - Chek Lap Kok Link (“TM-CLKL”). The Highways Department (“HyD”) had provided a written response before the meeting, which was Paper No. 1 distributed at the meeting.

6. The Chairman said government departments were supposed to provide written responses as early as possible so that Members could have more time to peruse papers.

7. Mr Mark MOK of the TD said the HyD had originally expected the works for the northern section of TM-CLKL to be complete in late 2018, but due to technical difficulties in the works, the department would see if there would be any delay in the project. The department would usually consider whether a new infrastructure project could be used to enhance services after its completion. If there were any proposals for adjustments to public transport services, the department would consult the TMDC about them as soon as possible.

8. Members made the following comments and enquiries:

- (i) A Member said the issue concerned the road arrangements and transport networks for TM-CLKL, but the focus of discussion at a number of previous meetings had been transport arrangements, and the department had failed to give responses on road arrangements. Therefore, the Member requested the department to give a detailed account of the related road arrangements such as road markings, traffic directions and toll levels. Besides, he welcomed the HyD's plan to start the preliminary investigation of Tuen Mun Western Bypass ("TMWB") in the third quarter of this year;
- (ii) A Member said that TM-CLKL, which would open after one year or so, was expected to become one of the major routes for the external transport of Tuen Mun, but the department had yet to plan the related transport support. In his view, the department should make early preparations by planning public transport services on TM-CLKL and Hong Kong-Zhuhai-Macao Bridge ("HZMB") without delay and make regular reports to the TTC;
- (iii) A Member said TMWB, TM-CLKL and HZMB were closely linked to each other and the works for HZMB were nearing completion, but the HyD had not yet given an account of the alignment of TMWB after consulting the Yuen Long District Council ("YLDC") and the rural committee of Ha Tsuen, Yuen Long. Therefore, he requested the department to give an account of the alignment concerned and speed up the preliminary investigation. Moreover, as the journey time between Tuen Mun and the airport would be slashed after the completion of TM-CLKL, it was anticipated that vehicles heading for the airport from places like Sheung Shui would switch to TM-CLKL; and this would add burden to the traffic within Tuen Mun by exacerbating congestion on Lung Mun Road and

Wong Chu Road, because TMWB would not be commissioned in the near future. In view of this, he requested the TD to plan the arrangements for transport from Tuen Mun to the airport without delay;

- (iv) A Member said the issue was concerned with a major project on Tuen Mun's external traffic connection in the future. She was dissatisfied that the TD was still unable to give detailed responses on the issue. She reckoned that the department should have already made the preliminary plans for the transport arrangements concerned, so she requested the department to report to the TTC regularly on the details;
- (v) A Member said TM-CLKL was expected to open next year. She believed the TD had already planned the specific transport arrangements, and therefore requested the department to inform the TTC about the details as soon as possible. Besides, the HyD had put forward proposals on TMWB to the TMDC many years before, but the preliminary investigation which took two years to complete was yet to start. She requested the HyD to complete the investigation as quick as possible;
- (vi) A Member said that while the issue had been discussed repeatedly, Members were still kept uninformed about the transport arrangements for TM-CLKL. In his view, the department should give an account of the concepts and directions of the planning even if specific transport arrangements were not yet finalised;
- (vii) A Member said the TTC had followed up on the issue for a long time, but the TD had given no information on the transport arrangements for TM-CLKL as yet. She suspected that the department paid no regard to the TTC's voice. She believed this route would play an important role in Tuen Mun's external traffic in the future, but Members' knowledge about the related transport arrangements remained scanty. She therefore suggested raising the issue with the TMDC for follow-up;
- (viii) A Member said that as TM-CLKL would be commissioned next year, the TD ought to give an account of the arrangements for the related transport plans. In her view, the department should have consulted with the TTC on its own initiative even if no Members submitted this paper, yet the TTC still had no way to know any related information. Therefore, she agreed that the issue be put up for discussion by the TMDC and senior officials of the Transport and Housing Bureau ("THB") be invited to attend meetings;

- (ix) A Member said the TMDC Chairman had been following up on the issue and suggested a visit to HZMB for inspection. He requested the TD to give an account of the transport arrangements for TM-CLKL as soon as possible so that Members could offer their views on the department's proposals after the visit to HZMB;
- (x) A Member said that a site visit to HZMB, which was still a construction site, would not help much. She agreed that the issue be raised with the TMDC for follow-up and THB representatives be invited to the next TMDC meeting; and
- (xi) A Member said all Members were concerned about transport issues in Tuen Mun and reminded Members to focus their responses on the issue.

9. The Chairman said the issue fell within the purview of the TTC and should thus be further followed up by the TTC. He suggested the issue be carried over for further discussion and the TD be requested to report regularly on the progress of the project at TTC meetings. Yet, the issue would not be open for Members' discussion any more.

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

- (i) A Member agreed with the above arrangements suggested by the Chairman. Besides, he opined that the TD should consult the TMDC about the transport arrangements for TM-CLKL as soon as possible. He hoped the TD and the THB would give an account of the related planning directions and arrange a forum for discussion. Furthermore, he requested the HyD to report on the progress of the TMWB works every two months;
- (ii) A Member believed the division of work between the TMDC and its committees was clear and the TTC was able to deal with the issue. Yet, opining that the issue was outside the purview of the TD representatives on the TTC, he suggested the TTC invite the THB's representatives to attend its meetings after Members' visit to HZMB;
- (iii) A Member suggested a special meeting be convened in April or May this year to discuss the issue and TMWB specifically. The Member also requested the relevant departments to report on the latest progress;

Action

- (iv) A Member opined that government departments paid little heed to the voice of the TMDC, leaving Members uninformed about the transport arrangements for TM-CLKL. The Member also reckoned that the TMDC Chairman had the responsibility to help the TTC to get more information about TMWB and TM-CLKL. Besides, she did not agree that the TTC should merely request the TD to report on the issue every two months; and
- (v) A Member agreed that the TTC should follow up on the issue and invite THB representatives to attend its meetings. If necessary, a special meeting could be held to discuss the issue specifically.

11. The Chairman concluded by saying that the Chairman and Vice-chairman of the TMDC were very familiar with the issue as both of them were TTC Members. He suggested the issue be carried over for further discussion and the TD be requested to report on it regularly, but the issue would not be open for Members' discussion any more. Besides, he asked the Secretariat to invite Under Secretary for Transport and Housing or the TD officials in charge of the project to attend the next meeting.

TD and Secretariat

[Post-meeting note: The above letter was issued on 21 April this year.]

(B) Provision of Cover to Walkway

(TTC Paper No. 47/2016)

(Paragraphs 14 - 23 of Minutes of the 5th Meeting, Paragraphs 18 - 23 of Minutes of the 6th Meeting, and Paragraphs 19 - 26 of Minutes of the 7th Meeting of TTC (2016-2017))

12. The Chairman said that on 15 March, the Secretariat had distributed to all Members the written response provided by the TD before the meeting.

13. The Chairman said the TD and the HyD were carrying out a preliminary assessment on the project and expected to report to the TTC on its progress in May this year, so the TTC would discuss the issue again after the TD and the HyD completed the assessment.

14. A Member said that in respect of many agenda items at the current meeting, there were no representatives from the relevant government departments present for discussion. The Member added that the departments concerned had merely provided written responses, impairing the efficiency of discussion.

15. The Chairman said that for some of the issues (e.g. the request for passenger data from the department), the departments concerned had given explanations in their written responses and this was acceptable.

16. A Member noted that at an earlier meeting with Secretary for Home Affairs, the Chairman and Vice-chairman of the TMDC and the chairmen of its committees had expressed the view that government departments should give weight to the voice of the TMDC, and they had also requested the policy bureaux or departments concerned to attend their meetings as far as possible to discuss issues.

17. The Chairman said the view had been conveyed to Secretary for Home Affairs. If Members wished to invite representatives from a government department to attend a meeting for a specific issue, they might make such a suggestion to the Secretariat.

(C) Request for Upgrading of Existing All-night Public Light Bus Route Running between Tuen Mun and Lok Ma Chau Control Point to Whole-day Operation

(TTC Paper No. 59/2016)

(Paragraphs 35 - 41 of Minutes of the 6th Meeting and Paragraphs 27 - 29 of Minutes of the 7th Meeting of TTC (2016-2017))

(Written Response of TD)

18. The Chairman said the TTC had conducted a site visit to the location concerned on 23 January this year. The TD had provided a written response before the meeting, which was Paper No. 2 distributed at the meeting.

19. Mr Mark MOK of the TD said that during the visit on 23 January, the department together with representatives from its border section and the related law enforcement agencies had explained to Members the transport arrangements for the location concerned. As that location had relatively busy traffic and was used by law enforcement agencies as a car park during daytime, the department had no plan to upgrade the all-night public light bus route running between Tuen Mun and Lok Ma Chau Control Point (“LMCCP”) to a whole-day service.

20. Members made the following comments and enquiries:

- (i) A Member said that with plenty of resources, the Government might consider converting the location into a multi-storey car park to provide more parking spaces for minibuses to operate the whole-day service between Tuen Mun and

LMCCP; but disappointingly, the department's work attitude was far from proactive. She urged the TD to explore the feasibility of converting the location into a multi-storey car park;

- (ii) A Member said that while some law enforcement agencies provided shuttle buses for border staff commuting to work, it was anticipated that most staff preferred driving to work; therefore, the car park had a high usage rate of up to 80%, which made it impossible for minibuses to extend service hours for whole-day operation. Moreover, she requested the department to explore the feasibility of converting the location into a multi-storey car park;
- (iii) A Member remarked that it was more important to offer sound public transport services than to provide parking spaces for staff of government departments. The Member requested the department to re-consider upgrading the all-night public light bus route running between Tuen Mun and LMCCP to a whole-day service;
- (iv) Noting that the location concerned was within Yuen Long, a Member asked the TD whether it was necessary to consult with the YLDC if the all-night public light bus route running between Tuen Mun and LMCCP was upgraded to a whole-day service; and
- (v) A Member said the TTC had no intention to reduce the parking spaces for government departments. While agreeing that the location should be converted into a multi-storey car park, he also suggested the department plan afresh the transport arrangements for that location at the present stage, in a bid to strike a balance between the provision of public transport services and the operation of law enforcement agencies.

21. Mr Mark MOK of the TD said the law enforcement agencies concerned had noted Members' views during the site visit. The location fell within Yuen Long. As the daytime traffic at the location was busy and different transport arrangements were in place during the day and at night, the department had to examine the proposal carefully. The department noted the proposal to build a multi-storey car park at that location.

22. The Chairman concluded by inviting the TD to consider the views.

(D) Request for Reinstatement of Void of Tuen Mun Government Offices to Car Park
(Paragraphs 134 - 138 of Minutes of the 7th Meeting of TTC (2016-2017))

23. The Chairman welcomed Mr CHAN Wing-fai, Acting Senior Property Manager (Acquisition, Allocation & Disposal) Projects & Special Duties, and Miss Iris HO, Senior Executive Officer (Special Projects), of the Government Property Agency (“GPA”) to the meeting.

24. A Member said that having discussed the issue for many times, the Working Group on Traffic Problems within Tuen Mun District had unanimously requested restoration of the vacant area beneath Tuen Mun Cultural Square into a car park and suggested the TD act as the leading department. He therefore requested the TD’s response in this regard.

25. Mr Marcus LAU of the TD said the GPA had asked whether the TD would be the advocate for the project, and the department had replied to the GPA saying that the TD would not act as the leading department for the project. Besides, the TD would not oppose any departments or developers building or operating a car park there, provided that there were suitable entry and exit points in the vacant area beneath Tuen Mun Cultural Square and the project would not have serious impacts on the traffic nearby.

26. Mr CHAN Wing-fai of the GPA said that keeping an open mind on the matter of restoring the area into a car park, the GPA would be glad to offer cooperation and assistance if there was any policy bureau or department willing to act as the leading department for the project.

27. Members made the following comments and enquiries:

(i) A Member said that in view of the shortage of parking spaces in Tuen Mun, the GPA had studied the proposal to convert the vacant area beneath Tuen Mun Cultural Square into a car park many years before, but the proposal had not been implemented since quite a number of parking spaces were provided after the completion of Parklane Square. As there was a population of more than 500 000 in Tuen Mun at present, the shortage of parking spaces in the district was more acute. For this reason, if the area was restored into a car park, not only could government resources be used in a flexible manner, but the shortage of parking spaces in the district could be mitigated and the Government could earn

revenues. Moreover, the construction costs of restoring the area into a car park would only rise in the future. He suggested the departments concerned study Members' ideas as soon as possible;

- (ii) A Member said the area had already been earmarked for use as a car park before the construction of Tuen Mun Government Offices. He requested the departments concerned to explain why the area was not yet open as a public car park; and
- (iii) A Member noted that public car parks were built in the basements of government offices in some districts, such as Tai Po Complex. He requested the GPA to explain which departments managed those car parks and how they were operated.

28. As the TD had clearly indicated that it did not oppose any department operating a car park there, the Chairman suggested the GPA take the lead in restoring the area into a car park.

29. Mr CHAN Wing-fai of the GPA said that under its current policies, the role of the GPA was to identify government policy bureaux or departments for using vacant government properties. The GPA would offer assistance if there was any suitable user department, but it would not act as an advocate of any project.

30. The Chairman argued that the responsibility for identifying a leading department for the project lay with the GPA rather than the TMDC.

31. Mr CHAN Wing-fai of the GPA said the department would continue to identify other policy bureaux or departments for using the vacant area concerned.

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

- (i) A Member requested the GPA to report on the progress in identifying user departments at the next TTC meeting;
- (ii) A Member said a working group had repeatedly discussed the issue and written to the GPA, but its attitude was far from proactive, so the working group had decided to raise the issue with the TTC for follow-up. He reckoned that at the current meeting, the TTC should decide the leading department, such as the TD or the Home Affairs Department ("HAD"), for the project;

- (iii) A Member said the project had been put on hold many years before due to high costs. The Member suggested the Secretariat and the GPA check the relevant minutes to facilitate Members' discussion;
- (iv) A Member said the cost of restoring the vacant area beneath Tuen Mun Cultural Square into a car park had been around \$13 million many years before, so the then TMDC had not opposed putting the project on hold. Yet, as the shortage of parking spaces was an increasingly serious problem in the district, the departments concerned should consider restoring the area into a car park; and
- (v) A Member suggested the GPA draw reference from the management practices adopted by car parks at government offices in other districts.

33. The Chairman said the Government could earn revenues if the vacant area beneath Tuen Mun Cultural Square was restored into a car park. He suggested the TD consider acting as the leading department for the project and requested the GPA to explain which department was using the vacant area.

34. Mr CHAN Wing-fai of the GPA said that keeping an open mind on the proposal, the GPA would be glad to offer financial, administrative and resource support if any department was interested in using the property, yet there had been no department interested in using the vacant area so far.

35. Noting that there were public car parks managed by the TD, a Member wondered why the department did not oppose the area being restored into a car park on one hand but refused to act as the leading department on the other hand.

36. A Member said the GPA had not mentioned the need for a leading department when it made this proposal many years before, so Members thought the project was led by the GPA. Besides, he requested the GPA to answer whether the hourly car parks of government offices in other districts were managed by the TD. He also requested the Secretariat to check the minutes relevant to the project. Furthermore, the Member suggested the HAD collect the information relating to the car parks of government offices in various districts and act as the leading department for the project.

37. Miss Gillian CHAN, Assistant District Officer (Tuen Mun)², said the Tuen Mun District Office ("TMDO") was just one of the users of Tuen Mun Government Offices and public car parks were managed by the TD, so she believed the TD

possessed the expertise and information to study and follow up on the proposal to convert the basement into a car park. Moreover, the TMDO had no information about the car parks of government offices in various districts. She believed it would be more appropriate for the GPA to give such additional information, while the Secretariat would check the minutes relevant to the issue.

38. The Chairman asked the GPA and the TD to study the project and report on the progress at the next meeting.

39. A Member said the issue had originally been followed up by the Working Group on Traffic Problems within Tuen Mun District, but GPA representatives were rarely present at working group meetings. He asked the Chairman whether the TTC would continue to follow up on the issue.

40. A Member said the issue should be carried over for further discussion after the Secretariat and the GPA checked the relevant minutes.

41. The Chairman concluded by suggesting the Working Group on Traffic Problems within Tuen Mun District follow up on the issue and requesting the GPA to send its representatives to the related meetings.

Working Group on
Traffic Problems
within Tuen Mun
District

V. Discussion Items

(A) Bus Route Planning Programme 2017-2018 of Tuen Mun District **(TTC Paper No. 14/2017)**

42. The Chairman welcomed Ms Eva WONG, Senior Transport Officer/Bus/New Territories West of the TD, to the meeting.

43. The Chairman suggested that following the arrangements in the previous year, a special meeting be convened for thorough discussion on the issue. As there were numerous proposals in the paper, he suggested a special meeting be held at 9:30 a.m. on 29 March to expedite Members' discussion and asked the Secretariat to make arrangements. Moreover, as the issue had to do with TTC Paper No. 20/2017 titled "Request for Speedy Arrangements to Allow Route 259D to Run Directly to Wong Chu Road and Tuen Mun Road during Non-peak Hours", TTC Paper No. 24/2017 titled "Request for Rationalisation of Routes B3A and B3M" and TTC Paper No. 30/2017 titled "Provision of Cross-boundary Bus Service between Tuen Mun and Lok Ma Chau", he suggested all of them be discussed together at the special meeting.

44. As Members present had no objection, the Chairman announced that a special meeting would be held on 29 March this year.

45. A Member asked whether the Chairman could propose more dates for the special meeting for Members to choose.

46. The Chairman said the above the special meeting was tentatively scheduled for 29 March. He would like Members to inform the Secretariat as early as possible if they could not attend it for other commitments, and he would also like the Secretariat to fix the time of the meeting in light of actual circumstances.

47. A Member requested that the issue concerning Route 62X should come up for discussion at the special meeting.

48. Ms Eva WONG of the TD had nothing to add to the arrangements mentioned above.

49. The Chairman concluded by asking the Secretariat to arrange the special meeting. He hoped all Members would make time to attend it as far as possible.

50. The Chairman said there were piles of agenda items at the meeting. To boost the efficiency of discussion, he suggested the meeting be closed at 2:00 p.m. and any outstanding agenda items be carried over to the special meeting on 29 March.

51. Members unanimously agreed with the above arrangements.

(B) Request for Perfecting Noise Barriers in Tuen Mun District

(TTC Paper No. 15/2017)

(Written Response of HyD)

Request for Regular Cleansing of Noise Barriers

(TTC Paper No. 16/2017)

(Written Response of HyD)

52. As the above issues were both related to noise barriers, the TTC would discuss them together.

53. The Chairman said the HyD had provided written responses to Papers No. 15/2017 and 16/2017, and the Secretariat had distributed them to all Members on 15 March.

54. A proposer of Paper No. 15/2017 said there was room for improvement in the noise insulation performance of the semi-enclosed noise barriers along Wong Chu Road. While understanding that the department could not install fully-enclosed noise barriers there for fire prevention and ventilation reasons, he said the department should explore other ways to solve the problem. He asked the HyD if it would consider replacing the noise barriers along Wong Chu Road. Besides, as residents in Siu Lun Court and Tsui Ning Garden had complained about light reflection from noise barriers, he had suggested to the department concerned that the noise barriers be covered with cellophane for mitigation. In addition, he pointed out that some arched noise barriers in the district were difficult to cleanse.

55. A proposer of Paper No. 16/2017 said there were many openings on the noise barriers along Wong Chu Road and the nearby residents suffered much from noise nuisance as a result. He suggested the HyD replace the noise barriers along that road section and use materials with better noise insulation properties. Moreover, he requested the HyD to remind road repair workers to avoid producing excessive noise during their works at night.

56. Members made the following comments on the issue:

- (i) A Member requested the department to improve the noise barriers along Wong Chu Road as noise could leak through openings on the barriers. Moreover, she requested the department to promptly cleanse the noise barriers along Wong Chu Road, which were very dusty;
- (ii) A Member said there had long been openings on the noise barriers along Wong Chu Road. He urged the HyD to examine noise barriers in Tuen Mun as a whole, especially those in the area of Town Centre. Moreover, he had heard from a Liaison Officer of the TMDO that noise barriers would be erected in the area of San Hui, but to his understanding, the department concerned had no plan to retrofit noise barriers there. Thus, he wanted to know from this meeting whether the Government had any plan to put up noise barriers in that area. While the HyD cleansed noise barriers with high-pressure hoses, the noise barriers along Wong Chu Road were very dusty and the road was mainly used by large vehicles. Therefore, the Member suggested the department cleanse them more frequently and report on this at the next meeting; and
- (iii) A Member said the content of the HyD's written response was too general as it merely indicated that the department would cleanse the noise barriers in phases and the cleansing work would be complete in the third quarter. She requested the

department to specify the locations of cleansing, the time for the next cleansing operation, and the frequency, procedures and arrangements of noise barrier cleansing.

57. Mr LIU Hing-wah of the HyD said the department would cleanse the noise barriers along the Tuen Mun Town Centre section and the Wong Chu Road to Yau Oi section in phases from April to September this year with high-pressure hoses and by scrubbing. Moreover, while the noise barriers between Wong Chu Road and Yau Oi were not of an enclosed design for compliance with fire safety and ventilation requirements, the results of noise surveys in that area satisfied the guidelines of the Environmental Protection Department (“EPD”) and legal requirements. Generally speaking, the EPD was responsible for handling noise problems, so the EPD was in a more appropriate position to give responses if Members wished to review the guidelines and explore enhancement of the existing standards.

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

- (i) A Member said that with very busy traffic, the road sections concerned were full of dust. She believed it would not help much if the department cleansed the noise barriers only once a year. She urged the department to specify the frequency of noise barrier cleansing and provide pictures of the condition before and after cleansing for comparison, so that Members could examine the effectiveness;
- (ii) A Member requested the department to specify how frequent the noise barrier cleansing was and whether the exterior of the noise barriers would be cleansed. Furthermore, he found that the noise barriers in Tuen Mun Town Centre were particularly messy whereas some noise barriers in the district, though left uncleansed for a whole year, were still quite tidy. He hoped the department would examine if this had anything to do with the production materials of the noise barriers; and
- (iii) A Member asked whether the department would inform the residents of the nearby housing estates in advance about the noise barrier cleansing operations. Besides, while understanding that the noise standards concerned were set by the EPD, he said the HyD had the responsibility to improve noise barriers with relatively poor noise insulation performance. Therefore, he requested the HyD to consider using new types of noise barriers to upgrade noise barriers in the district.

59. Mr LIU Hing-wah of HyD responded that generally speaking, the department cleansed noise barriers every six to 12 months. And improvement to the existing noise barriers or review of the definition of noise fell within the purview of the EPD.

60. A proposer of Paper No.15/2017 asked whether the HyD would cleanse the noise barriers only once this year and requested the department to report on previous and future cleansing arrangements.

61. Mr LIU Hing-wah of the HyD said that the interior of the noise barriers along the road sections in Tuen Mun Town Centre and between Wong Chu Road and Yau Oi would be cleansed first in the coming six to 12 months as these noise barriers were dustier. He did not have any information about cleansing of the exterior of noise barriers at the moment.

[Post-meeting note: Under the current arrangements of the HyD, the exterior of noise barriers was not cleansed regularly. The HyD would keep regular tabs on the noise barriers concerned and would arrange cleansing if necessary.]

62. A proposer of Paper No. 16/2017 said some noise barriers were near residential areas and dust on the barriers could have impact on environmental hygiene. Therefore, he requested the department to answer whether it would cleanse the noise barriers regularly and explain the specific arrangements and schedules for cleansing. He further said that while the results of the noise surveys on the noise barriers along Wong Chu Road were up to scratch, some residents might still suffer from the noise and this might cause community problems in the long term.

[At this point of time, two Members raised hands one after the other to make their requests to speak. The Chairman invited, in accordance with the order, the Members to speak in turn.]

63. A Member said the Chairman should let her express views first, because it was the first time she raised her hand to speak.

64. The Chairman suggested inviting Members to speak in accordance with the order in which they raised their hands.

[Post-meeting note: Generally speaking, the Secretary recorded the order in which Members raised their hands and the number of times they spoke, and left it to the Chairman to decide the order of speaking of Members.]

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

- (i) A Member requested the HyD to provide the schedules, details and pictures of noise barrier cleansing at the next meeting;
- (ii) A Member asked whether the HyD would cleanse noise barriers regularly;
- (iii) A Member whose family members lived at an upper floor unit in Siu Lun Court noted that although there were noise barriers along the road section outside the unit, the noise generated by passing heavy vehicles was still quite loud. She therefore suggested the HyD repave the carriageway with acoustic plaster. She also suggested the department put plants on the top of noise barriers to mitigate the light reflection problem. For noise barrier cleansing, she requested the department to specify the schedules and cleansing locations concerned; and
- (iv) A Member said the HyD should cleanse the exterior of noise barriers as well.

66. The Chairman concluded by saying that the HyD should consider using acoustic plaster to repair roads. He requested the department to promptly arrange cleansing of noise barriers and report on the progress at the next meeting.

HyD

(C) **Request for Refurbishment of Facilities on Light Rail Platforms**

(TTC Paper No. 17/2017)

Request for Perfecting Light Rail Service

(TTC Paper No. 25/2017)

Request for Installation of Entry and Exit Gates at Platform of Nam Cheong Station of West Rail

(TTC Paper No. 26/2017)

67. As the above three issues were all related to the MTR Corporation Limited (“MTRCL”), the TTC would discuss them together.

68. The Chairman welcomed Ms Annie LAM, Assistant Public Relations Manager - External Affairs of the MTRCL, to the meeting.

69. A proposer of Paper No. 17/2017 said the passenger waiting areas on some platforms of the Light Rail (“LR”) were narrow and crowded with passengers even with platform assistants facilitating boarding and alighting. In view of this, he requested the MTRCL to place signs on the floors of platforms at LR stops to facilitate passengers’ alighting before boarding, and to consider widening the

platforms of some LR stops in the long run. Furthermore, he suggested the MTRCL upgrade facilities on the platforms of LR stops by, for example, installing entry and exit gates in the middle of platforms, arranging prompt repairs to passenger information display panels, and extending the shelters of Siu Lun Stop, Tuen Mun Swimming Pool Stop and Goodview Garden Stop.

70. A proposer of Paper No. 25/2017 noted that LR services were not adequate, as evidenced by the more than 90% patronage of all LR routes in Tuen Mun during peak hours. While understanding that resources were limited, she said the MTRCL should address the needs of Tuen Mun passengers instead of merely deploying coupled-set vehicles for operation of Tin Shui Wai routes. She suggested the MTRCL should use electric buses to provide special departure services in the short term to divert passengers during peak hours, and it should also purchase more LR vehicles in the medium term and optimise the railway development in Tuen Mun in the long term. While hoping that the MTRCL would put in more resources to improve LR services, she also requested the MTRCL to review the overall development of Tuen Mun and answer the transport demand of residents.

71. A proposer of Paper No. 26/2017 noted that a holder of Tuen Mun-Nam Cheong Day Pass who wished to travel from Nam Cheong Station to East Tsim Sha Tsui or Hung Hom had to exit through a ticket gate in Nam Cheong Station first and then purchase another ticket, which was time-consuming. In view of this, she suggested the MTRCL consider installing entry and exit gates and ticket machines on the platforms of Nam Cheong Station for the convenience of passengers using Day Pass. As the passenger information display panels on LR platforms could not display information about vehicles arriving in more than 10 minutes, she hoped the MTRCL could ameliorate the design. In LR Siu Hong Stop, furthermore, no passenger information display panel could be seen from the platform of Route 614P (to Tuen Mun Ferry Pier). She suggested a display panel be put up on the platform of Route 614P (to Tuen Mun Ferry Pier) to display the arrival time of Route 614P vehicles, so that passengers could choose Route 614 or 614P based on their arrival time.

72. Members made the following comments on the issue:

- (i) A Member said the platforms at LR Tin King Stop were too narrow for the space-demanding new-style ticket machines, she suggested that the MTRCL consider widening LR platforms in Tuen Mun by reference to the widening works for LR Tai Tong Road Stop in Yuen Long to enlarge passenger waiting areas. Moreover, she requested the MTRCL to paint passenger boarding and alighting signs on the floors of LR platforms, and to replace entry and exit gates

as well as passenger information display panels. On the service front, in view of residents' strong demand for LR services as evidenced by the current high LR patronage during peak hours, she suggested the MTRCL increase frequency and operate Routes 505, 507, 615 and 615P with coupled-set vehicles. She also requested the MTRCL to expedite the purchase of LR vehicles;

- (ii) A Member noted that at some platforms of LR stops, ramps were not provided or the gradients of ramps were substandard, and that the ramps at most platforms could not allow two wheelchairs to pass side by side. The Member suggested the MTRCL pay attention to the design of barrier-free facilities when it renovated the platforms of LR stops. He also suggested the MTRCL switch to electric buses for providing services of K routes to mitigate air pollution. Moreover, he noted that the Government had established the Pilot Green Transport Fund to encourage existing transport operators to switch to electric vehicles. He therefore requested the MTRCL to replace all its buses for feeder services with electric buses. He further suggested the MTRCL consider incorporating Tuen Mun-Nam Cheong Day Passes in the Octopus Cards of passengers directly;
- (iii) A Member said entry and exit gates were installed in the middle of some platforms of LR stops only. She therefore suggested entry and exit gates be put up in the middle of platforms of all LR stops for the convenience of passengers. Besides, she agreed that the MTRCL should consider switching to electric buses for providing feeder services, in order to improve air quality;
- (iv) A Member noted that tactile guide paths for the visually-impaired were provided in some parts of the platforms of LR On Ting Stop and this brought much inconvenience to visually-impaired people. Moreover, the visually-impaired were exposed to danger, because crossings in some LR stops were situated in noisy environments but the volume of stop broadcast and the sound of the horn for vehicle arrival were too low. He requested the MTRCL to make improvements in light of the utilisation of individual LR stops by, for example, providing seats at LR Tuen Mun Hospital Stop, which was used more by patients;
- (v) A Member said plastic fillers on most platforms of LR stops were not level with LR vehicles, and this could easily make passengers stumble and even bring inconvenience to wheelchair users. The Member requested the MTRCL to explore measures to rectify the problem. He further requested the MTRCL to improve the display panels and sounds of entry and exit gates on platforms, and to consider extending platform shelters;

- (vi) A Member noted that as the frequency of Routes 507, 614 and 614P was low and no coupled-set vehicles were deployed for the operation of these routes, passengers found it difficult to board and the platforms were very crowded. Therefore, she requested the MTRCL to increase their frequency, deploy coupled-set vehicles to the above routes, and widen their platforms. Moreover, he suggested the MTRCL join Members to visit all LR stops in Tuen Mun to examine the platforms needed to be expanded; and
- (vii) A Member said LR services were in high demand among Tuen Mun residents during peak hours. He therefore requested the MTRCL to increase the frequency of Routes 505, 507, 614, 615 and 615P and to deploy coupled-set vehicles to these routes during peak hours.

73. Ms Annie LAM of the MTRCL gave a consolidated response as follows:

- (i) The MTRCL had carried out a number of works to improve the platforms of LR stops by, for example, providing more entry and exit points, seats and tactile guide paths for the visually-impaired, fitting more plastic fillers to platforms and improving information display. Moreover, the MTRCL always paid attention to the utilisation of all stops and carried out timely repairs and renovations to platform facilities;
- (ii) In 2015, the MTRCL had installed new add-value and ticket two-in-one machines of a streamlined, more compact design on all platforms of LR stops. Incorporating Octopus value-adding and ticketing functions, the machines not only provided convenience for passengers but increased platform space;
- (iii) The MTRCL would put up or re-arrange fare collecting machines for entry to and exit from LR stops in light of passenger flow. Moreover, in a project launched by the MTRCL in 2014 to install Octopus fare collecting machines, over a half of the fare collecting machines were installed on LR platforms in Tuen Mun. Furthermore, the order of passenger boarding and alighting could be disrupted if fare collecting machines for entry and exit were installed in the middle of platforms without taking passenger flow into account. Therefore, the MTRCL would consider the proposal concerned with caution;
- (iv) The MTRCL would take into account the usage of platforms, the environments and other technical factors when considering expansion of platforms or extension of platform shelters. Yet, both platform expansion and platform shelter extension would change the overall structures of platforms, so the MTRCL had to examine the proposal concerned with caution. The usage of

several platforms of LR stops on Yuen Long Main Road was relatively high, among which the platforms of Tai Tong Road Stop had much higher usage than those of Tin King Stop, so the MTRCL had to expand the platforms of Tai Tong Road Stop first. In Tuen Mun, the MTRCL had noticed the high usage of the Tuen Mun-bound platform of LR Lam Tei Stop during morning peak hours, and it was exploring the feasibility of widening the platform. Meanwhile, the MTRCL had provided staircases, ramps and so forth at LR Ming Kum and Choy Yee Bridge Stops in light of passenger flow;

- (v) The MTRCL repaired passenger information display panels on platforms regularly and planned to replace all passenger information display panels in the LR system later;
- (vi) Queuing signs were painted on the floors of platforms at LR interchange stops for the heavy rail, given the relatively high passenger flow there; whereas platform assistants were deployed to other LR stops to facilitate passenger boarding and alighting and smooth passenger flow;
- (vii) Ramps were provided at the platforms of all LR stops as barrier-free access for use by wheelchair users. The design and construction of the ramps met the legal requirements in force at the time of construction. The MTRCL recommended wheelchair users to board through the doors next to the cabs, so that captains or platform assistants could offer assistance. In addition, the MTRCL kept in regular contact with disability groups to hear their opinions on MTR services or facilities;
- (viii) To ensure passengers' safety, LR vehicles sounded horns upon arrival at and departure from stops and in case of emergency. As a matter of fact, there were certain standards for the sound of horns. The MTRCL would look at the situations of individual stops;
- (ix) The MTRCL would be glad to join Members to visit all LR stops;
- (x) Operated as an open system, the LR had to share roads with other means of transport. When deciding the numbers of compartments to be deployed to vehicles operating in peak hours, consideration must be given to the capacity of the shared road junctions, the overall condition of road traffic and so forth. For this reason, it was not quite feasible to operate all routes with coupled-set vehicles during peak hours. Yet, the MTRCL had taken various measures to answer passengers' needs during peak hours in light of passengers' demand,

travel patterns, road condition and so forth. These measures included increasing frequency, providing more short-haul special trips, improving platform management, deploying coupled-set vehicles as appropriate, boosting carrying capacity by optimising the layout of LR vehicle compartments and so forth;

- (xi) In the previous year, the MTRCL had increased the frequency of Route 507 and deployed an additional coupled-set vehicle to Route 505. With these and the short-haul special trips of Route 507 operated on weekday mornings for burden sharing, the patronage of Routes 505 and 507 during morning peak hours had dropped to 74% and 83% respectively this year from 90% in the previous year. This showed that increasing the frequency had a remarkable effect in addressing passengers' demand;
- (xii) The busiest sections of Routes 614 and 614P were located in Tuen Mun and both routes had an average patronage rate of about 70%. At present, coupled-set vehicles were used in 36% of the overall operation, up 9% on 2009, and the MTRCL operated 660 more LR trips per week compared with 2012;
- (xiii) The MTRCL had earlier procured 10 LR vehicles, which would be delivered in batches from 2019 to 2023. The deployment of the new vehicles should be based on passengers' demand for each route, road condition and so forth. For the time being, the MTRCL could manage to boost carrying capacity through vehicle deployment;
- (xiv) The Government was carrying out a strategic study on public transport to explore feasible measures to boost the carrying capacity of the LR. To tie in with this, the MTRCL would introduce measures such as deploying more coupled-set vehicles as appropriate or launching other measures;
- (xv) Both the Government and the transport sector had explored the development of electric buses. The MTRCL would keep abreast of the technological development in the market from time to time and conduct review in due course; and
- (xvi) Day Pass was a fare promotion. Passengers holding the pass might make unlimited journeys between Tuen Mun and Nam Cheong and enjoy the LR and MTR bus transfer services for free within a day. If a passenger needed to travel between Tuen Mun and Nam Cheong frequently, the MTRCL would recommend the passenger to purchase a One-Month Pass to avoid multiple

entries and exits at Nam Cheong Station and to enjoy a 25% discount on connecting journeys. The MTRCL noted Members' request for installation of additional entry and exit gates and ticket machines on the platforms of Nam Cheong Station, but it had to carefully consider the proposal's implications on operation.

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

- (i) A Member suggested the MTRCL install low screen doors on wider platforms;
- (ii) A Member suggested the MTRCL widen the platforms of LR Tin King Stop, as two private housing buildings near LR Tin King Stop would be occupied by residents and the usage of the platforms was expected to rise. Besides, as platform assistants' duty did not cover the whole day, she requested the MTRCL to paint queuing signs on the floors of all platforms at LR stops;
- (iii) A Member said most passengers at LR Siu Hong Stop waited for vehicles on Platforms 2, 5 and 6, and took different routes depending on the arrival time of vehicles; however, the existing passenger information display panels could only show the schedules of vehicles coming to their own platforms. He therefore suggested comprehensive schedule display panels be put up so that passengers could know the information of vehicles to all platforms. He also suggested the MTRCL incorporate Day Passes in the Octopus Cards of passengers;
- (iv) Noting that there were queuing signs on the platforms of LR Tuen Mun Stop and Siu Hong Stop, a Member urged the MTRCL to make the same arrangements on the platforms of other LR stops. Moreover, he had requested the MTRCL to renovate LR Affluence Stop, but the MTRCL refused for the reason of resource constraints. In his view, while the expansion of LR platforms on Yuen Long Main Road was justified due to high passenger flow, LR stops in Tuen Mun were relatively old and the MTRCL should thus plan to renovate their platforms in phases. Furthermore, he suggested the MTRCL consider resolving the problem of multiple entries and exits at Nam Cheong Station faced by Day Pass holders by means of Octopus payment for price differences. As the MTRCL had indicated that different measures had been taken to boost the carrying capacity of each compartment of an LR vehicle, he requested the MTRCL to provide the relevant data;

- (v) A Member said the MTRCL's claim that Routes 614 and 614P had an average patronage of about 70% was not in line with the actual situation. She requested the MTRCL to join Members for a visit and a survey of passenger volume. She suggested the MTRCL put up comprehensive schedule display panels on LR platforms; and
- (vi) A Member suggested the MTRCL switch to electric buses for providing feeder services, so as to divert LR passengers.

75. The Chairman concluded by inviting the MTRCL to note Members' views including the requests for procurement of additional LR vehicles, increase in frequency, expansion of LR stops and addition of facilities, as well as the suggestion for using electric buses to provide feeder services. The Chairman would like the MTRCL to report back to the TTC if there was any further information.

(D) Request for Installation of Detectors to Traffic Lights
(TTC Paper No. 18/2017)

76. A proposer of the paper said it was suggested that detectors be retrofitted to traffic lights at junctions of minor roads for pedestrian and driving safety.

77. A Member noted that while the traffic lights on the section of Tin King Road turning into LR San Wai Stop were equipped with detectors, drivers from other districts might not be familiar with the road section and thus did not activate the detectors. In view of this, she suggested the department put up signs on road sections with detector-equipped traffic lights to remind drivers.

78. The Chairman said detectors would be activated only when cars reached the white lines before traffic lights.

79. Mr LI Chun-wah of the TD said detectors had been retrofitted to traffic lights at 11 junctions on Castle Peak Road including San Sau Street, Tseng Choi Street, San Hui Path, King Fung Path, Tsing Chuen Wai Road, Sun Fung Wai Road, the exit of Chung Uk Tsuen, Lok Chui Street, Yick Yuen Road and so forth. Junctions not yet fit with detector-equipped traffic lights were mainly at relatively busy road sections, such as Town Centre, So Kwun Wat and some road sections in Lam Tei. Whenever the department carried out regular monitoring of traffic light junctions or planned the installation of new traffic lights, it would consider if there was any need to retrofit the traffic lights with detectors. For example, detectors would be retrofitted to traffic

lights in the improvement works to the junction of Ka Wo Li Hill Road. Besides, the retrofitting of detectors to traffic lights should be in accordance with established standards, and this was a duty of the traffic light control unit of the TD. The existing detector-equipped traffic lights in Tuen Mun worked smoothly in general, and activation failures on detectors of traffic lights were not common.

80. Members made the following comments and enquiries:

- (i) A Member noted that with new housing estates along Castle Peak Road being occupied one after another, it was anticipated that traffic in the district would get busier and busier. The Member therefore suggested the department retrofit detectors to traffic lights at more junctions, which could not only help vehicles to emerge from minor roads onto main roads but also protect the safety of pedestrians and motorists;
- (ii) A Member said some motorists from other districts were not familiar with roads in Tuen Mun and activation failures occurred on detectors from time to time. She suggested signs be put up on road sections with detectors;
- (iii) A Member said that theoretically, drivers should stop their cars only when they reached the white lines before traffic lights, but some drivers might not fully observe driving rules. Therefore, he agreed that road markings be painted or signs be put up on road sections with detectors;
- (iv) A Member opined that the department's report was not comprehensive as it made no mention of road sections without detector-equipped traffic lights. He therefore suggested passing the issue to the Working Group on Traffic Problems within Tuen Mun District for follow-up; and
- (v) A Member suggested detectors be retrofitted to traffic lights at locations without detector-equipped traffic lights, so as to make it convenient for vehicles to emerge from minor roads onto main roads.

81. The Chairman concluded by asking the Working Group on Traffic Problems within Tuen Mun District to follow up on the issue.

Working Group on
Traffic Problems
within Tuen Mun
District

82. Mr LI Chun-wah of the TD said that detectors were not retrofitted to traffic lights on some busy road sections as it was not very effective to do so, given that vehicular flow on these road sections was relatively high and there were more vehicles emerging from minor roads onto main roads. The department would continue to study Members' views.

(E) TD Has to Provide Information Such As Figures of Bus Passengers, Etc.
(TTC Paper No. 19/2017)

83. The Chairman said that on 15 March, the Secretariat had distributed to all Members the written response provided by the TD.

84. A proposer of the paper indicated that Members found it difficult to lobby the department for their proposals to launch new bus routes, because they often had little grasp of the pattern of transfers among passengers living in Tuen Mun. He added that in its annual Bus Route Planning Programme of Tuen Mun (“BRPP”), the TD merely provided such data as patronage in the busiest hour. He hoped the TD could provide information such as bus passenger figures in the BRPP for the next year, so that Members could understand the travel patterns of Tuen Mun residents.

85. Mr Mark MOK of the TD responded that the department adjusted bus services based on the guidelines on bus service adjustments, taking into account such factors as patronage rates, frequency and bus types. Therefore, the current practice of estimating patronage rates based on the busiest hour was more appropriate, yet the department had noted Members’ views. Moreover, the backgrounds to, the reasons for and the impacts of service adjustments were explained in the annual BRPPs. At present, the interchange was used by some 39 000 passengers each day.

86. A proposer of the paper said Members needed to refer to passenger data when they discussed whether there was a need to launch new services or adjust services. Yet, Members had no grasp of the figures concerned as yet, and therefore, they could do nothing but requesting the department and bus companies to provide the data. He hoped the figures concerned would be provided in the BRPP for the next year for Members’ reference.

87. The Chairman believed it would be quite difficult for the TD to provide passenger data on the entire Tuen Mun as requested. He suggested the proposers of the paper further ask the department about specific bus routes or locations.

88. A proposer of the paper said he hoped the department could provide the data concerned, which could be used for reference in Members’ discussion on bus services in the future.

89. The Chairman concluded by inviting the TD to consider the proposal.

(F) Strong Request for Provision of Permanent Parking Spaces in Tuen Mun Area 44
(TTC Paper No. 21/2017)

90. The Chairman said that on 15 March, the Secretariat had distributed to all Members the written responses provided by District Lands Office, Tuen Mun and the Lands Department before the meeting. Besides, the Leisure and Cultural Services Department (“LCSD”) had provided a written response before the meeting, which was Paper No. 5 distributed at the meeting.

91. A proposer of the paper said the LCSD had converted two temporary car parks in Area 44 into parks. While agreeing that parks be provided in the area, he said the proposal concerned would exacerbate the shortage of parking spaces in the district, because there were currently more than 300 parking spaces at the locations concerned. He suggested permanent car parks be built in Area 44 and open space be provided on the roofs of the car parks.

92. A Member said Yuet Wu Villa had a total of 3 890 households but only 495 parking spaces, adding that the area was acutely short of parking spaces as many large vehicles were parked there. He had started to work towards the building of car parks in Area 44 a decade before and but his efforts were not yet successful. Moreover, he expected that few people would go to the roof gardens and the locations concerned might have bearing on the connection of promenades along Tuen Mun Ferry Pier, Butterfly Bay and Castle Peak Bay in the future. Therefore, he had reservations about the building of at-grade car parks with open space on roofs in Area 44. He suggested that the temporary car parks be converted into multi-storey car parks to ease the shortage of parking spaces in the nearby housing estates, and that space be reserved for promenade construction.

93. A proposer of the paper said that while parking spaces were already not enough in Area 44, some 1 000 people would soon move into a newly completed private housing estate in the area and there would be only a handful of parking spaces in the housing estate. Therefore, the shortage of parking spaces in the area as a whole would become more acute. He suggested that structures combining car parks and parks be built in Area 44 by reference to the approach of the Tsim Sha Tsui promenade. He did not oppose the conversion of the two temporary car parks in Area 44 into multi-storey car parks and parks, as long as the shortage of parking spaces could be eased. He noted that some temporary car parks had been converted into residential housing in Tsuen Wan, but since transport facilities in the district were not

enhanced, many residents still had to queue every month for monthly parking spaces in various public and private car parks. He reminded Members to learn lessons from the experience of others.

94. The Chairman said piling at the seaside would undermine the seabed and seawall. This paper served to request more parking spaces, and the specific locations and forms could be further discussed in detail.

95. A Member said only a few parking spaces could be provided in the structures combining car parks and parks, and it was believed that the car parks would reach their capacity very soon because the population of the area was expected to keep growing. He therefore suggested a multi-storey car park be built at the area highlighted in yellow in the paper.

96. A proposer of the paper did not understand why, as earlier indicated by a government department, no piling could be carried out in the areas highlighted in yellow and red in the paper, given that the fish market and Sun Wah Cold Storage next to the areas were multi-storey buildings though.

97. The Chairman said the fish market was relatively far away from the seaside.

98. A Member suggested a detailed account and professional explanation be given by engineers.

99. The Chairman said what Members sought was to resolve the shortage of parking spaces, and car parks should be built as long as the locations were suitable. He invited the District Lands Office, Tuen Mun, to explain why no piling could be carried out in the area and whether there were any other suitable places for building car parks.

100. Mr MOK Hing-cheung of the District Lands Office, Tuen Mun, explained that the department's role was to lease government land and to prepare land grant documents in accordance with the proposals or needs of departments, so he suggested technical questions be answered by relevant departments, which was more appropriate.

101. A Member said there was no need for TTC to further identify suitable locations for construction of car parks, and department concerned should be requested to build a multi-storey car park in area highlighted in yellow in the paper.

102. Ms CHING Hoi-ying of the TD said the District Facilities Management Committee (“DFMC”) was following up on the LCSD-proposed works projects to build parks at the locations concerned, and the relevant details were not yet finalised. Therefore, the department would keep in touch with the the LCSD.

103. The Chairman suggested the issued be passed to the DFMC for follow-up.

104. A Member said that at a DFMC meeting, the LCSD had proposed that parks be built at the locations concerned and indicated that no piling could be carried out within 15 metres along the coast; whereas this TTC paper proposed a new issue of building car parks in Area 44 and the proposers of the paper did not object to construction of a car park in the area highlighted in yellow in the paper.

105. The Chairman concluded by saying that the issue would be carried over to the next TTC meeting for further discussion.

(G) Request for Widening of Waiting Area of Bus Stop outside Sun Tuen Mun Centre

(TTC Paper No. 22/2017)

Request for Widening of Waiting Area of Bus Stop at LR Lung Mun Stop

(TTC Paper No. 29/2017)

106. As these issues were both related to passenger waiting areas of bus stops, the TTC would discuss them together.

107. Ms CHING Hoi-ying of the TD said that as the design for the widening of the pavement at the bus stop outside Sun Tuen Mun Centre had been completed, the department had issued a document for commencement of works to the HyD.

108. Mr LIU Hing-wah of the HyD said the department had received the document for commencement of works issued by the TD. As the location concerned involved an MTR area and there were switch boxes and cables nearby, the department was asking the District Lands Office, Tuen Mun, about the land right of the location.

109. While welcoming the follow-up actions of the TD and the HyD, a proposer of Paper No. 22/2017 said there were probably more than 100 people waiting buses at the bus stop during peak hours, with some of them even being forced out onto the carriageway. Therefore, he hoped the department concerned could start the works as soon as possible.

110. A proposer of Paper No. 29/2017 said the pavement besides LR Lung Mun Stop was narrow and a lot of bus stops were located there, so the environment of the waiting area was poor.

111. Ms CHING Hoi-ying of the TD said the department had conducted a site inspection and found that the pavement of the location was 1.9 metres wide, which was enough for use by pedestrians and wheelchair users. Meanwhile, as there were many railings at the bus stop at the location, the department preliminarily proposed that the bus company remove some of the railings and replace them with queuing signs on the ground, so that more space could be provided for the waiting area.

112. A Member noted that after LR Route 506 was converted into a bus service, all bus stops in the area of Lung Mun Road were very crowded and chaotic during peak hours, and a similar situation occurred at the waiting area of the bus stop next to LR Butterfly Stop. The Member suggested the department explore improvements.

113. A proposer of Paper No. 22/2017 said the pavement of 1.9 metres in width was not enough to accommodate waiting passengers during peak hours. He would follow up on the issue with the department concerned directly.

114. A proposer of Paper No. 29/2017 said that while the pavement next to LR Lung Mun Stop had a width of 1.9 metres, there were too many waiting passengers. She agreed that some railings be removed and queuing signs be painted instead. She also said she would follow up on the issue with the TD representative directly.

(H) Request for Efforts to Ameliorate Problem of Buses being Hindered from Calling at Stops

(TTC Paper No. 22/2017)

Request for Widening of Waiting Area of Bus Stop at LR Lung Mun Stop

(TTC Paper No. 23/2017)

115. The Chairman said that on 15 March this year, the Secretariat had distributed to all Members the written response provided by the TD before the meeting.

116. A proposer of the paper said that both congestion on roads and illegal parking at bus stops could make it difficult for buses to call at stops, and a work-to-rule action initiated by a bus drivers' union had taken place earlier as a result. While parking was not allowed at bus stops, many private cars and taxis were parked in front of or

behind bus stops, seriously impairing bus operation. It was believed that painting of double yellow lines at bus stops could act as a deterrent. Despite the fact that it was the Police's responsibility to combat illegal parking, the TD should consider how to improve road condition or the relevant monitoring systems instead of merely explaining in the written response the difficulties and constraints it faced on the issue. Moreover, many roads were very busy and buses found it difficult to leave after calling at stops. It was therefore suggested that the department introduce bus priority polices.

117. The Chairman asked the proposers of the paper whether the issue was about a particular bus stop.

118. A proposer of the paper replied that the issue was about a request for improvements to all bus stops in Tuen Mun.

119. Members made the following comments and enquiries:

- (i) A Member said the law stipulated that parking was not allowed at bus stops, but illegal parking at bus stops was rampant. The Member added that, for example, private cars were often parked at Tseng Choi Street Stop of Route K51, so bus drivers had to place a traffic cone and a sign at the bus stop to prevent illegal parking. Though often illegally parked at bus stops, some vehicles were fined on rare occasions only, so the drivers concerned might take an attitude of "throwing a sprat to catch a whale". Therefore, the Police should step up patrol and enforcement;
- (ii) A Member said vehicles were often illegally parked at a bus stop on Castle Peak Road outside a convenience store at Chi Lok Fa Yuen, but traffic policemen passing the above location did not issue penalty notices, and the problem of illegal parking was never ameliorated as a result. In view of this, he requested the Police to step up enforcement and provide figures on previous prosecution for illegal parking;
- (iii) A Member said illegal parking at bus stops was increasingly rampant and this was not only a problem concerning the Police's enforcement, but it also revealed that there was room for improvement in the TD's work on, among others, the vehicle licensing system and parking spaces planning. Moreover, as temporary car parks in Areas 16, 17 and 27 in Tuen Mun would be used for other development purposes, the shortage of parking spaces in the district would be

more acute in the future. The Member urged the department to seriously address the problem and suggested it designate areas in front of and behind bus stops as restricted zones for greater deterrent effect. On enforcement, he suggested the Police employ more traffic wardens to assist in combating illegal parking; and

- (iv) A Member said several bus stops in the district were illegal parking black spots and the situation was not improved despite the Police's enhanced enforcement, so the TD should consider putting up different facilities such as warning signs or CCTVs to facilitate the Police's enforcement. The Member added that for the long term, the department should plan parking spaces in the district as a whole and this was the only way to cure the problem of illegal parking permanently.

120. The Chairman said the TD should explore different improvements to facilitate the Police's curb on illegal parking at bus stops. Moreover, the TTC might consider writing to the Hong Kong Police Force ("HKPF") requesting it to pay attention to the issue.

121. Mr WONG Lap-pun of the HKPF said the Police carried out an operation of enforcement without prior warning every one or two months starting from the previous year in a bid to combat illegal parking, including illegally-parked vehicles at bus stops. During the period from 9 March to 15 March, the Police had issued a total of more than 40 000 penalty notices in a territory-wide operation, among which 722 involved illegal parking at bus stops, with a total of 30 vehicles towed away. The Police would step up enforcement and explore with the TD how to ameliorate the problem of buses being hindered from calling at stops.

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

- (i) While welcoming the Police's actions and report, a Member said Members were interested more in data for Tuen Mun. He said Heung Sze Wui Road off The Trend Plaza, Tsing Hoi Circuit and the Chi Lok section of Castle Peak Road were all illegal parking black spots, so he hoped the Police would provide the related prosecution figures;
- (ii) A Member said both refinements to the policies in force and introduction of new technologies, such as installation of CCTVs at bus stops or cameras on buses, could help in combating illegal parking; and

(iii) A Member said the Police's efforts to combat illegal parking in recent years were much weaker than before, and sometimes actions were taken only after receipt of complaints. He suggested the Police employ more traffic wardens and step up patrol to combat illegal parking and ensure smooth traffic.

123. The Chairman concluded by saying that there was no need to write to the HKPF, but he would like the Police to step up enforcement.

HKPF

(I) Request for Implementation of Proposal of Increasing Number of Seats of Public Light Buses to 20
(TTC Paper No. 27/2017)

124. The Chairman said that on 15 March this year, the Secretariat had distributed to all Members the written response provided by the TD before the meeting.

125. A proposer of the paper said she was glad that the Government had proposed increasing the number of minibus seats to 19 and would submit documents to the Legislative Council ("LegCo") later. She said the most important thing was that the number of minibus seats could be increased, and both 19 and 20 seats were acceptable.

126. The Chairman said he hoped the LegCo would endorse the proposal as soon as possible.

(J) Request for Review on Road-crossing Facilities near Tin Hau Road
(TTC Paper No. 28/2017)

127. A proposer of the paper said Tin Hau Temple Plaza was the usual venue of various activities such as Lunar New Year fairs and thousand-people feasts, and many nearby residents went to Tin Hau Temple Plaza via Tin Hau Bridge. Yet, there were no crossing facilities for direct access from Tin Hau Bridge to Tin Hau Temple Plaza. The Member therefore suggested the TD provide a zebra crossing there.

128. Mr Marcus LAU of the TD said that as the pedestrian flow to and from Tin Hau Temple Plaza had changed after the completion of Tin Hau Bridge, the department would explore the feasibility of providing pedestrian crossing facilities, taking into account such factors as the traffic condition, space available and traffic light patterns at that place. If necessary, the department could visit the place with TMDC Members.

129. A Member said residents of housing estates near Tin Hau Bridge would go to Tin Hau Temple Plaza, but many residents jaywalked as no crossing facilities were provided there. To reduce accidents, the Member asked the TD to improve the crossing facilities there as soon as possible.

130. The Chairman concluded by inviting the TD to follow up on the issue as quick as possible.

TD

VI. Reporting Items

(A) Reports by Working Groups - Progress Reports of Working Groups as at 28 February 2017 **(TTC Paper No. 31/2017)**

Working Group on Tuen Mun External Traffic

131. Members perused the paper.

132. A Member noted that in the report, the TD said that after careful examination of Members' views with the Kowloon Motor Bus, it had withdrawn the proposal for the whole-day operation of Route 62X due to limited resources. She said the TTC had always been supporting the whole-day operation of Route 62X and disagreed with the TD's withdrawal of the proposal. Therefore, she requested the department to amend the response concerned.

133. Mr Mark MOK of the TD said Routes 62X and 259D would be covered in the special meeting to be held later. He suggested Members discuss them in detail on that occasion.

134. A Member said the wording in the department's response might mislead people into thinking that the TTC agreed with the withdrawal of the proposal for the whole-day operation of Route 62X, and this had nothing to do with the fact that Route 62X would be covered the special meeting.

135. Mr Mark MOK of the TD said that after Members' views on the proposal for the whole-day operation of Route 62X were received, the proposal was withdrawn due to limited resources. He further said the department's response made no remark to the effect that Members agreed with the withdrawal of the proposal. He added that Members were welcome to offer further views on this route at the special meeting.

136. A Member noted that in the progress report on “Calling for the Provision of Bus Routes to Tai Po and Tseung Kwan O as well as Express Bus Route to the Airport at the Bus-bus Interchange”, the TD said it would pay attention to changes in the pattern of passenger transfers. She requested the department to explain how to study the pattern of passenger transfers.

137. Mr Mark MOK of the TD responded that the department noted the working group members’ views on the launch of public transport services to Tai Po and Tseung Kwan O. To ensure effective use of resources, the department recommended residents to go to these places by transfers. Moreover, the department would continue to observe the number of transfer passengers and the situation of alternative transport services, and the relevant proposals could be put forward at the special meeting.

138. The Chairman announced that the report of the above working group was endorsed.

Working Group on Traffic Problems within Tuen Mun District

139. Members perused the paper.

140. The Chairman said that at its meeting on 15 February this year, the Working Group on Traffic Problems within Tuen Mun District had decided to refer two issues, namely “Request for Provision a Bus-stop for Route No. K51 at Brilliant Garden and Earlier Departure of the First Bus Trip” and “Next Phase of the Universal Accessibility Programme” to the TTC for follow-up, and it had also requested the HyD and the MTRCL to make detailed reports on the issues “Construction of Pedestrian Ramps at the Entrances of Leung Tin Tsuen and Tseng Tau Tsuen, Tuen Mun” and “Request for Widening of Platform of Lam Tei Light Rail Station”. He suggested the two MTR-related issues, namely “Request for Widening of Platform of Lam Tei Light Rail Station” and “Request for Provision a Bus-stop for Route No. K51 at Brilliant Garden and Earlier Departure of the First Bus Trip”, be discussed first.

141. Ms Annie LAM of the MTRCL said the MTRCL was willing to consider relocation of the existing Brilliant Garden Stop of Route K51, but on consideration of resources, the MTRCL had no plan to add a Route K51 stop within the short distance of Brilliant Garden. As for advancing the first departure time of Route K51 from Tai Lam, there had been about two to three passengers on the first departures at the stop over the previous two or three weeks and no passenger on the morning of the day (17

March this year). Therefore, the MTRCL had no plan to advance the first departure time at the moment, but it would continue to monitor changes in the number of passengers. With regard to widening the platforms of LR Lam Tei Stop, the MTRCL would soon complete the related technical studies, and it planned to widen the Tuen Mun-bound platform. Besides, in light of the environment and geographic condition at that location, it was suggested that the existing ramps be converted into staircases and another ramp be retrofitted at the same time. Yet, it took time to work out the detailed plan for widening, and a report would be made to Members after a detailed design was available. The MTRCL had visited the location again with the TMDC Member of the constituency concerned to explain the technical considerations in the platform widening works.

142. A Member said that at present residents going to Tuen Mun Town Centre found it difficult to board at Brilliant Garden Stop of Route K51 during peak hours, and this problem could only be solved by addition of a stop at Brilliant Garden. It would be better for the MTRCL to consider adding a stop rather than to repeatedly increase the frequency of Route K51; after all, the overall journey time would increase by one or two minutes only.

143. A Member welcomed the MTRCL's plan to widen the platforms of LR Lam Tei Stop, and hoped the relevant government departments would facilitate the MTRCL's works as far as possible.

144. Ms Annie LAM of the MTRCL added that the MTRCL planned to install closed-circuit televisions ("CCTVs") at all platforms of LR lines, and the installation was expected to be complete in 2019. The MTRCL also planned to install CCTVs in all LR vehicles, and there was no detailed timetable at the present stage.

145. Members made the following comments:

- (i) A Member said that as the MTRCL had clearly replied that it would neither give consideration to addition of a Route K51 stop nor advance the first departure time. There was no need for the working group to further follow up on the matter. Besides, the Member suggested the matter concerning the MTRCL's plan to widen the platforms of LR Lam Tei Stop be passed back to the working group for follow-up;
- (ii) A Member said the numbers of passengers on the first departures of Route K51 reported by the MTRCL were not reliable, because the MTRCL had not yet advanced the first departure time and residents would thus choose to take other

Action

means of transport. The Member added that the MTRCL should do a head count of boarding passengers along the journey instead of counting the passengers boarding at the first stop only. He suggested the issue be further followed up by the working group; and

- (iii) A Member said the question of whether or not to add a bus stop should be decided by actual needs rather than the distance between two stops. In setting up stops, consideration should be given to actual demand, as evidenced by the fact that there was a stop of Fu Tai-bound Route K51 at each of Blocks A and E of Brilliant Garden and the distance between Tsing Chuen Wai Stop and the bus stop at LR Lam Tei Stop was less than 50 metres. She suggested the MTRCL and the TD join her to visit Brilliant Garden for inspection and requested the working group to retain the issue.

146. The Chairman said further discussion on the issue would not be much help if the MTRCL had clearly replied that no additional stop would be set up.

147. A Member suggested the MTRCL and the TMDC Member of the constituency concerned conduct another site inspection and report back to the Working Group on Traffic Problems within Tuen Mun District.

148. The Chairman announced that the issue would be further followed up by the Working Group on Traffic Problems within Tuen Mun District. Besides, he invited the HyD representative to report on the construction of pedestrian ramps at the entrances of Leung Tin Tsuen and Tseng Tau Tsuen, Tuen Mun.

Working Group on
Traffic Problems
within Tuen Mun
District

149. Mr LIU Hing-wah of the HyD said the department would follow up on the issue with the proposers of the paper and the TMDC Member of the constituency concerned directly.

150. The Chairman said the HyD had provided a written response on the next phase of the Universal Accessibility Programme, which was Paper No. 4 distributed at the meeting.

151. The Chairman said that at its meeting on 15 February this year, the Working Group on Traffic Problems within Tuen Mun District had requested the HyD to arrange a site visit, which had been conducted on 8 March. Members of the working group had also requested the department to check the pedestrian flow of five of the

footbridges. As the department had not yet finished checking, it was suggested that the choice on the work projects to be carried out finally should be made only after the department was done.

152. The Chairman announced that the report of the above working group was endorsed.

Working Group on Improvement to the Facilities of Chi Lok Bridge

153. Members perused the paper.

154. The Chairman announced that the report of the above working group was endorsed.

(B) Report by TD

(TTC Paper No. 32/2017)

155. Members perused the paper.

VII. Any Other Business and Date of Next Meeting

156. There being no other business, the meeting was closed at 1:53 p.m. The next meeting would be held at 9:30 a.m. on 12 May 2017 (Friday).

Tuen Mun District Council Secretariat

Date: 31 March 2017

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