

Minutes of the 7<sup>th</sup> Meeting of  
the Traffic and Transport Committee (2022-2023) of  
the Tuen Mun District Council

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Date : 2 December 2022 (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 CHOW Kai-lim (Chairman)	TMDC Member	9:30 a.m.	End of meeting
Ms SO Ka-man (Vice Chairman)	TMDC Member	9:30 a.m.	End of meeting
Mr CHAN Yau-hoi, BBS, MH, JP	TMDC Chairman	9:30 a.m.	End of meeting
Mr WONG Tan-ching	TMDC Vice Chairman	9:30 a.m.	End of meeting
Ms KONG Fung-yi	TMDC Member	9:30 a.m.	End of meeting
Mr LAM Chung-hoi	TMDC Member	9:30 a.m.	End of meeting
Mr YAN Siu-nam	TMDC Member	9:30 a.m.	End of meeting
Mr WONG Hung-ming	TMDC Member	9:30 a.m.	End of meeting
Ms LAI Ka-man	TMDC Member	9:30 a.m.	End of meeting
Miss LAM Sze-han, Penny (Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department		

By Invitation

Ms NG Ka-wai, Annisa	Senior Engineer/Urban, Transport Department
Miss CHING Hoi-ying, Janet	Senior Engineer/Housing & Planning/New Territories West, Transport Department
Mr YUEN Wai-cheung, Bryan	Engineer/Hong Kong West, Transport Department
Miss Penny CHUNG	Assistant Corporate Communications Manager, Citybus Limited / New World First Bus Services Limited

In Attendance

Miss JONG Tak-in, Angela	Assistant District Officer (Tuen Mun) 2, Home Affairs Department
Mr YEUNG Lok-man, Icarus	Senior Transport Officer /Tuen Mun 1, Transport Department
Ms TSANG Yuk-king, Hendrix	Senior Transport Officer/Tuen Mun 2, Transport Department
Mr IP Chi-wai	Engineer/Housing & Planning/New Territories West, Transport Department
Mr CHAN Li-san	Engineer/Tuen Mun North, Transport Department
Mr PONG Chung-yin, Alex	Engineer/Tuen Mun Central, Transport Department
Ms LI Ping	Engineer/Special Duties 2, Transport Department
Ms TANG Wai-ting, Wendy	District Engineer/General (3), Highways Department
Mr WONG Lung	District Operations Officer (Tuen Mun), Hong Kong Police Force
Mr LEUNG Ki-ching	Officer In Charge, Tuen Mun District Traffic Team, Hong Kong Police Force
Mr HAU Wai-lun, Victor	Engineer/33 (West), Civil Engineering and Development

	Department
Mr WONG Yat-keung, Clement	Administrative Assistant/Lands (District Lands Office, Tuen Mun), Lands Department
Mr Stephen WAN	Manager, Operations, The Kowloon Motor Bus Co. (1933) Ltd / Long Win Bus Company Limited
Mr CHAN Ho-fung, Clarence	Operations Manager (Kowloon and New Territories), Citybus Limited / New World First Bus Services Limited

**I. Opening Remarks**

The Chairman welcomed all present to the 7<sup>th</sup> meeting of the Traffic and Transport Committee (2022-2023) (TTC).

2. The Chairman said that Mr LEUNG Wai-yip, Officer in Charge, Tuen Mun District Traffic Team, Hong Kong Police Force (HKPF) had been posted out. On behalf of the TTC, he then welcomed Mr LEUNG Ki-ching, who took over Mr LEUNG Wai-yip, and thanked Mr LEUNG Wai-yip for his co-operation with the TTC in the past.

3. The Chairman said that to minimise the risk of community transmission of the virus, the Tuen Mun District Office (TMDO) would implement the following measures at the meetings of TMDC and its committees/working groups:

- (i) Before entering the conference room, participants, media representatives and members of the public (ten at most) must wear their own surgical masks and have their body temperature checked by the Secretariat staff. Those with body temperature higher than 37.6°C would be denied entry. Places for members of the public were available on a first come first served basis;
- (ii) Personal particulars (e.g. name, respective media organisation and staff number) of participants, media representatives and members of the public (ten at most) would be recorded properly so that health authorities could trace all persons admitted to the conference room when necessary; and
- (iii) Tea service was suspended and participants could bring water and drinking utensils of their own.

4. The Chairman continued that to shorten the time of large gatherings of people in a confined space, long meetings were not advisable. Therefore, he asked all present to keep their speeches concise and avoid repetition.

5. The Chairman reminded Members that those who were aware of their personal interests in any matters discussed at the meeting should declare the interests before the discussion. He would, in accordance with Order 38(12) of the Tuen Mun District Council Standing Orders (Standing Orders), decide whether the Members who had declared interests might speak or vote on the matters, might remain at the meeting as observers, 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**

6. The Secretary reported that the Secretariat had received no applications for leave of absence from Members.

7. Mr CHAN Yau-hoi suggested the TMDC hold a minute of silence to express deep mourning for the late Former President of the People's Republic of China, Mr Jiang Zemin.

8. The Vice Chairman supported Mr CHAN Yau-hoi's suggestion.

9. Ms LAI Ka-man supported Mr CHAN Yau-hoi's suggestion and pointed out that other district councils also hold a moment of silence to mourn the late president Jiang Zemin.

10. The Chairman reminded all present to turn off beeping devices and invited Mr CHAN Yau-hoi to announce a minute of silence.

[Attendants observed a minute a silence.]

## **III. Confirmation of Minutes of the 6<sup>th</sup> Meeting**

11. The Chairman stated that the Secretariat received an amendment to paragraph 26 of the minutes of the 6<sup>th</sup> meeting held on 7 October 2022 from Mr LAM Chung-hoi (see [Annex 1](#)).

12. As there were no other comments, the amended minutes were approved by the TTC.

## **IV. Matter Arising**

**(A) Concern over the Speed Limits on Lung Fu Road and Wong Chu Road – Suggestion to Change the Speed Limits, Consider Measures to Curb the Speed of Heavy Vehicles and Install an Average Speed Camera System in Tuen Mun**  
(TTC Paper No. 16/2022)

13. The Chairman recalled that the TMDC discussed the captioned matter at its 18<sup>th</sup> and 19<sup>th</sup> meetings held on 5 September and 7 November 2022,

respectively. Written responses in respect of the captioned matter were received from the Highways Department (HyD) and the Transport Department (TD). Afterwards, Members made various alternative suggestions at the meetings for alleviating congestion problems on Lung Fu Road and Wong Chu Road and wanted the TTC to follow up. Therefore, it was resolved that such matter be referred to the TTC for discussion. He asked the representatives of the TD to reply to Members' opinions given at meetings of the TMDC.

14. Mr IP Chi-wai of the TD replied that Members suggested at meetings of the TMDC that a solid-cum-broken line should be added between slow lane and middle lane on Tuen Mun Road in the vicinity of Waldorf Garden in order to rationalise traffic flow. The TD had held a local consultation and no objections were received. Currently, the TD was reviewing certain road traffic signs erected on Tuen Mun Road to make it convenient for road users to identify new road markings. The TD would maintain communication with the HyD and issue a works request for improvement works as soon as possible. In addition, in respect of the suggestion to add a solid double line between middle lane and fast lane on Tuen Mun Road, the TD preferred to assess the effectiveness of extending the solid-cum-broken line on Tuen Mun Road southbound leading to Wong Chu Road to the vicinity of Tuen Fat Road first, and then review the impact of the suggestion on road capacity and lane-changing flexibility. Upon review, the TD would hold a local consultation. Further arrangement for implementation of the suggestion would be made if no objections were received. He continued that in respect of Members' suggestion to impose speed limits by vehicle classifications on Wong Chu Road, given no relevant arrangement under road regulations, as well as difficulties in enforcement, the TD could not introduce the measure taking into consideration of safety.

15. The Chairman suggested that a solid-cum-broken line be added on Wong Chu Road eastbound in the vicinity of On Ting Estate leading to Tuen Mun Road. He mentioned that currently, heavy vehicles tended to wait on slow lane to jump the queue and cut into a lane heading to Tuen Mun Road, obstructing other vehicles heading to Tuen Mun Road (Kowloon bound) and making congestion on Wong Chu Road much worse.

16. Mr LAM Chung-hoi hoped that the TD could continue to examine ways to improve traffic problem on the road section on Yuen Long Highway leading to Tuen Mun Road (Kowloon bound) in order to rationalise traffic flow to Kowloon.

In addition, it was not uncommon to see vehicles in the vicinity of Waldorf Garden cutting into a lane heading to Wong Chu Road, which made traffic accidents prone to occur. He supported the Chairman's suggestion and illustrated with examples how effective measures resulted in smoother traffic flow. He suggested that vehicles travelling to Tsuen Wan via Sham Tseng should use Tai Ho Road roundabout instead of Sham Tseng Interchange to ease traffic load on Tuen Mun Road.

17. Mr CHAN Yau-hoi stated that Tuen Mun Road was always congested after commissioning of Tuen Mun-Chek Lap Kok Tunnel (TM-CLKT). Currently, vehicles from Yuen Long Highway could change lanes in the vicinity of Hung Kiu to Tuen Mun Road leading to TM-CLKT, town centre or Kowloon. He suggested that the TD and the HKPF study the feasibility of forcing motorists to select lanes early on Yuen Long Highway (Kowloon bound) and prohibiting cutting into a lane in the vicinity of Hung Kiu heading to TM-CLKT or town centre in order to prevent traffic accidents. He also suggested that a solid white line be added on the lane in the vicinity of Waldorf Garden heading to TM-CLKT for prohibiting lane-changing in order to rationalise traffic flow.

18. Mr IP Chi-wai of the TD replied that the Department noted Members' opinions and would have a review on road markings arrangement after assessing the effectiveness of extending the solid-cum-broken line on Tuen Mun Road southbound leading to Wong Chu Road to the vicinity of Tuen Fat Road, which would minimise the impact on road users. The TD would report to the TTC in due course.

19. Mr LAM Chung-hoi suggested that an informal meeting between the TD, HKPF and Members be held to explore traffic arrangements on Tuen Mun Road before next meeting of the TTC.

20. Mr CHAN Yau-hoi suggested that speed limits by vehicle classifications be imposed on a slip road of Tuen Mun Road southbound leading to Wong Chu Road, i.e. speed limits of 50km/h on private vehicles and 30km/h on heavy vehicles, or heavy vehicles be denied access to relevant road sections during peak hours, in order to alleviate traffic congestion.

21. Mr IP Chi-wai of the TD replied that it was impossible for the TD to impose speed limits by vehicle classifications on the slip road of Tuen Mun Road

southbound leading to Wong Chu Road. Nonetheless, the TD would study the feasibility of banning heavy vehicles from passing through relevant road sections and examine the impact arising therefrom on other roads.

22. The Chairman concluded that Members expressed their concern over the captioned matter and the TTC would continue the discussion at the 8<sup>th</sup> meeting. He requested the TD to provide the annual number of traffic accidents on Lung Fu Road at next meeting for the reference of Members.

## V. New Discussion Item

### (A) Traffic Improvement Measures at Lung Fu Road Roundabout (TTC Paper No. 17/2022)

23. The Chairman welcomed the representatives of the TD, namely Miss Janet CHING, Senior Engineer/Housing & Planning/New Territories West, Ms Annisa NG, Senior Engineer/Urban, and Mr Bryan YUEN, Engineer/Hong Kong West, to the meeting.

24. Mr IP Chi-wai of the TD briefed on traffic improvement measures at Lung Fu Road roundabout with aid of PowerPoint slides (see Annex 2).

25. Mr LAM Chung-hoi remarked that the proposal contained short-term measures having an instant effect. Currently, lots of vehicles passed through Lung Mun Road. In the long run, the TD should consider to build a flyover on Lung Mun Road over Lung Fu Road roundabout to minimise impact on vehicles heading to Lung Fu Road roundabout from TM-CLKT. He enquired the progress of alteration works for connecting Deep Bay Road in landfill site to Yuen Long District. He believed that the works could alleviate traffic problems on Wong Chu Road, Lung Fu Road and Lung Mun Road.

26. Mr CHAN Yau-hoi relayed that numerous residents in Lung Kwu Tan complained that traffic was seriously congested at Lung Fu Road roundabout in the morning peak hours. He considered that the proposal could be introduced on a trial basis for a period of time to assess the effectiveness. He suggested that the TD adjust traffic light signal duration appropriately during off-peak hours in order to realise smoother traffic flow.

27. Mr WONG Tan-ching criticised that the vehicle flow model set out in the proposal was based on the assumption that all vehicles passed through Lung Mun

Road instead of Lung Fu Road and did not show the directions of vehicles after leaving Lung Mun Road and Lung Fu Road. He considered that setting up traffic lights at the roundabout contradicted the original purpose and enquired the traffic light signal duration during off-peak hours.

28. The Chairman stated that some motorists still could not identify the difference between a roundabout and a spiral roundabout. Adding traffic lights to the roundabout might cause motorists confused. Meanwhile, it was hard for motorists in the roundabout to note that traffic light signal had changed, which made traffic accidents prone to occur. He suggested that the roundabout be altered to a signalised junction for the convenience of motorists.

29. Mr IP Chi-wai of the TD replied that it would take a longer time to build a flyover on Lung Fu Road and the proposal could alleviate traffic problem on Lung Fu Road shortly. In respect of traffic arrangements on Deep Bay Road, currently the HyD was conducting a study on connection and widening of relevant roads, result of which would be reported to the TTC in due course. In addition, the TD had studied the feasibility of altering the roundabout to a signalised junction. However, it was believed that the road capacity could not satisfy vehicle flow from TM-CLKT, resulting in traffic congestion.

30. Mr Bryan YUEN of the TD replied that different traffic light signal duration would be applied during off-peak hours to shorten the waiting time. In addition, CCTV cameras would be installed at the roundabout allowing the TD to monitor vehicle flow in control centre and make fine-tuning, if necessary, in order to smooth traffic flow. The TD noted that vehicle flow into the roundabout varied with directions. More vehicles entered the roundabout from Lung Fu Road southbound and Lung Mun Road northbound, causing other entrances easy to be congested. Setting up traffic lights could help vehicles from these two major entrances and other entrances to enter/leave the roundabout more orderly and improve road safety.

31. Mr YAN Siu-nam doubted the effectiveness of the proposal and enquired the TD how to resolve the problem of congestion at other entrances/exits controlled by traffic lights arising when a long vehicle was making a turn in the roundabout. He asked whether the road widening works included removal of existing hatched lines marked between the road section before Lung Fu Road southbound entrance and the exit for River Trade Terminal. He remarked that

the proposal out forward to the meeting only acted as a short-term measure for the traffic problem at Lung Fu Road roundabout, while in the long run, a flyover on Lung Fu Road connecting to the exit for TM-CLKT should be preferable.

32. Mr LAM Chung-hoi was worried that red light jumping would occur at the roundabout and cause traffic accidents.

33. Mr WONG Tan-ching mentioned that he and other Members suggested a link road directly connecting Lung Fu Road to TM-CLKT and requested the TD to give an active consideration to the suggestion.

34. Ms LAI Ka-man stated that lots of heavy vehicles and long vehicles passed through Lung Fu Road roundabout. She was worried that red light jumping would occur and cause traffic accidents. In addition, long vehicles would cause obstruction to other entrances/exits. She suggested the TD implement the proposal on a trial basis for few months and submitted an effectiveness assessment report afterwards.

35. The Chairman believed that the Department could likewise apply different traffic light signal duration at a signalised junction to control vehicle flow. He mentioned that a roundabout was relatively complicated for motorists who were required to be more attentive while a signalised junction was relatively easy for them to handle and a safer solution. In addition, he suggested that two lanes should be maintained for Butterfly Beach entrance/exit of the roundabout, the left one should allow vehicles to make a turn to River Trade Terminal while the right one should lead to TM-CLKT and Tung Chung.

36. Mr IP Chi-wai of the TD replied that the exit for Butterfly Beach allowed vehicles in the roundabout to make a turn to either River Trade Terminal or TM-CLKT. Therefore, only one lane could satisfy the demand. In addition, it would take longer time to build a flyover on Lung Fu Road. The Department would continue to closely monitor traffic conditions around Lung Fu Road and TM-CLKT. Corresponding traffic controls would be established and imposed in due course in order to improve traffic conditions in such areas.

37. Mr Bryan YUEN of the TD replied that behaviour and reaction of motorists were used as model parameters. Besides, a relatively short traffic light signal duration would be applied to the roundabout, which in turn minimised the

possibility of obstructing traffic in the roundabout resulting from overly long staying time. The Department would closely monitor the operation of the traffic lights at the roundabout and make a fine-tuning, if necessary.

38. Mr YAN Siu-nam enquired whether the road widening works included removal of existing hatched lines marked between the road section before Lung Fu Road southbound entrance and the exit for River Trade Terminal.

39. Mr IP Chi-wai of the TD replied that such hatched lines would be removed and cause no impact on traffic.

40. The Chairman remarked that widening works on the road section between Lung Fu Road southbound entrance and the exit for River Trade Terminal by increasing the number of lanes from two to three would not greatly help increase road capacity as very few vehicles travelled along the inner lane and heavy vehicles required a wider swept path which occupied two lanes in the roundabout when making a turn. In addition, the entrances/exits and roundabout had different numbers of lanes, which might make motorists confused when choosing a lane for exit and was prone to accidents.

41. The Chairman requested the Department to consider Members' opinions and report to the TTC in due course.

## **VI. Reporting Items**

### **(A) Report by the Working Group on Traffic and Transport** **(TTC Paper No. 18/2022)**

42. Members perused the paper.

43. As Members had no comments, the Chairman announced that the above working group report was endorsed.

### **(B) Report by the Transport Department** **(TTC Paper No. 19/2022)**

44. Mr WONG Tan-ching stated that given an increase in passenger flow of "A" routes, he suggested the TD and bus companies enhance bus services between Tuen Mun and the Airport.

45. The Vice Chairman remarked that given the increasing number of

residents in Ching Tin Estate and Wo Tin Estate and light public housing development in future, generating a soaring bus service demand in Area 54, the TD and bus companies needed to enhance related bus services. Considering the low service frequency of Route K54 operated by MTR Corporation Limited (MTR), she suggested MTR increase the service frequency, particularly in the morning peak hours. In addition, there were few seats or little room left for passengers boarding at Ching Ting Estate after buses stopped at Wo Tin Estate. She urged the TD to optimise public transport network in Area 54.

46. Ms LAI Ka-man stated that traffic congestion occurred frequently at Lam Tei Interchange, which caused concern over traffic conditions in Area 54. Besides, she suggested pedestrian green time be extended at the crossing between Tsing Lun Road and Tsz Tin Road, and the crossing on Yan Po Road adjacent to Ching Tin Estate, for the convenience of senior citizens.

47. Mr Icarus YEUNG of the TD replied that since flight services gradually resumed, bus companies had enhanced bus service between Tuen Mun and the Airport accordingly. The TD would request bus companies to adjust service frequencies, if necessary, having regard to passenger demand. In respect of public transport services in Area 54, the TD had been carrying out on-site inspections to monitor occupancy rate and operation of each bus routes, and enhance related bus services in due course taking into account of increasing number of residents. He stated that the TD would request bus companies to appropriately adjust bus services and look into the need for additional bus services if the population grew.

48. Ms Hendrix TSANG of the TD replied that the TD introduced Route 955, a new bus route operated by Citybus Limited (Citybus), and would keep an eye on occupancy rate to increase service frequency in due course. According to an on-site inspection by the TD in November 2022, occupancy rate of MTR Bus Route K54 in the morning hours was approximately 60 to 70% while the shortest headway was four minutes; and occupancy rates of Citybus Bus Routes 50 and 55, Citybus Bus Routes 56 and 56A, and Citybus Bus Routes 950 and 955 were approximately 10%, approximately 50 – 60% and under 10% respectively in the morning hours. The TD would closely monitor occupancy rate and adjust service frequency of each bus route in due course.

49. Miss Penny CHUNG of New World First Bus Services Limited (NWFB)

and Citybus stated that Citybus had been keeping an eye on bus services and occupancy rates of bus routes serving in Area 54. She remarked that current bus services could satisfy passenger demand in Area 54. Citybus was aware that passengers had a stronger demand for Routes 56 and 56A. Thus, it would work with the TD to review and adjust service frequencies of bus routes serving in Area 54 in due course. Since 21 November 2022, Citybus had enhanced bus services in Area 54, including introducing Route 955, a new bus route.

50. Mr Stephen WAN of The Kowloon Motor Bus Co. (1933) Ltd (KMB) and Long Win Bus Company Limited (LWB) replied that KMB and LWB had been maintaining close communication with the TD and the Airport Authority Hong Kong to adjust airbus services according to flight arrival and departure schedules. In respect of bus services of Routes 67A and A34, KMB and LWB would closely monitor passenger demand and occupancy rates, and adjust service frequencies of these two bus routes in due course.

51. Mr CHAN Li-san of the TD replied that duration of green light affected capacity of a road junction. The TD would examine ways to optimise the operation of pedestrian traffic lights for the convenience of the public.

52. The Vice Chairman mentioned that roundabouts at Siu Hong and Wo Tin Estate were filled with illegally parked vehicles. She urged the TD to have an optimal road planning in Area 54 and open Road L7 (formerly known as D7) as soon as possible. In addition, she requested the TD and bus companies to enhance bus services provided in Area 54 before 9:30 a.m. in the morning, including special departures exclusively for passengers boarding at Ching Tin Estate and additional manpower in MTR Siu Hong Station to monitor queuing situation and increase service frequencies of Route K54 heading to Ching Tin Estate and Wo Tin Estate in due course. She hoped that the TD and bus companies could extend the scope of two-way section fare under concession scheme to Route 67A.

53. Mr WONG Hung-ming was aware that two roadside parking spaces were newly open on Wu Hong Street, which were always occupied. Given the under-supply of motorcycle parking spaces around Tuen Mun Ferry Pier, he suggested that the TD carry out an on-site inspection with local district council members and have a review on the sites available for new motorcycle parking spaces. In addition, lots of motorcycle parking spaces on Wu Hong Street were

occupied by abandoned motorcycles and he suggested that the TD and HKPF co-ordinate joint removal operations.

54. Mr LAM Chung-hoi stated that earlier, he relayed complaints from the public to the TD that although Citybus Bus Routes 50, 55, 950 and 955 and LWB Bus Routes A36, A37, E36 and E37 passed via Tuen Mun Road, no pick-up/set-down points were set up at Waldorf Garden which was inconvenient for passengers. He requested the TD to report the progress of handling process.

55. Mr Icarus YEUNG of the TD replied that the TD received a suggestion to add an en-route stop on Tuen Fat Road for Routes A36 and A37. The TD noticed that vehicles always queued for access to Tuen Mun Town Plaza Car Park and illegal parking activities was found on Tuen Fat Road as well. Since traffic was relatively congested on the road section, the TD would take into account engineers' recommendations and study the feasibility of the suggestion.

56. Ms Hendrix TSANG of the TD replied that Ching Tin Estate had just begun the intake process. The TD would work with bus companies to monitor passenger demand from Ching Tin Estate and discuss the feasibility of increasing service frequencies. Also, the situation that numerous passengers waiting for MTR Bus Route K54 in MTR Siu Hong Station would be reflected to MTR. The TD would request MTR to deploy additional manpower in Siu Hong Station to maintain order and keep watch on the number of waiting passengers in order to increase the service frequency in due course. The TD would study the feasibility of two-way section fare on Route 67A based on its occupancy rate and passenger demand.

57. Mr CHAN Li-san of the TD replied that included in the public housing developments on San Hing Road and Hong Po Road, Road L7 was a new road, for which the Civil Engineering and Development Department (CEDD) was responsible, connecting to Hing Kwai Street roundabout and the roundabout at the intersection of Hong Po Road and Tsing Lun Road. The project was in the investigation and study stage. The TD would maintain close communication with the CEDD to watch over the progress of the works and report to the TTC in due course. In addition, the CEDD was carrying out improvement works at Lam Tei Interchange under the infrastructural projects in Area 54. A new left-turn lane leading to the roundabout would be added on Castle Peak Road Lingnan section northbound while a new left-turn lane leading to Castle Peak

Road Lingnan section northbound would be added to the roundabout. Also, a new lane would be added for the use by vehicles passing through the traffic light on Castle Peak Road Lingnan section northbound and making a left turn to the roundabout. The aforementioned works were based on recommended measures from traffic impact assessment report for Area 54. Such widening works could deal with the problems arising from additional traffic flow coming along with new housing developments in Area 54.

58. Mr IP Chi-wai of the TD replied that the TD would review the situation of motorcycle parking spaces around Tuen Mun Ferry Pier and report to Members in due course. Also, an on-site inspection with Members was welcome. In respect of illegally parked and abandoned motorcycles, the TD, the HKPF and the TMDO would regularly mount joint removal operations. The TD would keep an eye on the situations at such locations to ensure the proper use of motorcycle parking spaces.

59. Mr CHAN Yau-hoi mentioned that numerous buses waiting on Tuen Mun Road for entering Tuen Mun Road Bus-Bus Interchange (TMRBBI) during peak hours. He asked the TD about improvement measures for the congestion and how long it would take for the waiting buses to enter the TMRBBI to pick up/set down passengers.

60. Mr Icarus YEUNG of the TD replied that the TD was carrying out improvement works at the TMRBBI, including addition of two bus lay-bys at the back of outer lane of Kowloon bound and one bus lay-by at the front of Tuen Mun bound on the upper level. Bus companies had also made improvement suggestions on facilities for further consideration by the TD. In addition, it was suggested by bus companies that pick-up/set-down points for certain Tuen Mun-bound bus routes should be relocated from the upper level to the lower level of the TMRBBI for the convenience of passengers commuting to the area around Castle Peak Road and easing traffic load on the upper level. The TD would give a consideration to such suggestion. In the long run, the TD was considering the possibility that certain bus routes omitted the TMRBBI during peak hours. The plan, if any, would be reported to Members in due course. Traffic engineers and other relevant departments would also have a long-term planning for the TMRBBI to minimise passengers' waiting time and make gainful use of space.

61. The Chairman enquired the progress of trial scheme on KMB Bus Route

263 at the TMRBBI.

62. Mr Stephen WAN of KMB and LWB replied that KMB and LWB watched over the situation at the TMRBBI and made suggestions on facilities to the TD for its consideration. Staff was designated to direct buses to enter and leave the TMRBBI, and provide assistance to boarding/alighting and waiting passengers in order to minimise the waiting time of buses and passengers. A trial scheme known as Portable Fare Collection Box (地上錢箱) on KMB Bus Route 263 was initiated at the TMRBBI which was intended for shortening the waiting time of buses. The trial scheme would continue.

63. Mr Clarence CHAN of NWFB and Citybus replied that more than 20 departures operated by Citybus ran via the TMRBBI while more than 10 special departures omitted the TMRBBI in the morning peak hours, i.e. only approximately 70% departures running via the TMRBBI. Such arrangement was intended for achieving a balance between smooth traffic flow and interchanging choices for passengers. Citybus would study the feasibility of setting up pick-up/set-down points for Routes 50, 55, 950 and 955 on Tuen Yan Street and at Waldorf Garden to make good use of carrying capacities of the routes and provide passengers, who commuted from Area 54 to town centre and from Waldorf Garden to urban area, with more choices.

**(C) Report by the Highways Department**  
**(TTC Paper No. 20/2022)**

64. Ms LAI Ka-man enquired the progress of widening works at the bus stop in Yan Tin Estate.

65. Ms Wendy TANG of the HyD replied that earlier the HyD had implemented temporary traffic arrangements and trial operation scheme. However, congestion occurred upon implementing the trial operation scheme. Thus, the temporary traffic arrangements were suspended, subject to a review by the TD and the HKPF. The Department would commence the works as soon as possible and narrow down the limit of works area in order to minimise impact on road traffic.

66. The Chairman enquired the progress of works at taxi drop-off area on Wu Shan Road.

67. Mr IP Chi-wai of the TD replied that the HyD was issued with a works request by the TD. However, since certain trees needed to be transplanted, the works had not commenced yet. The TD would maintain close communication with the HyD.

68. Ms LAI Ka-man enquired the timetable of widening works at the bus stop in Yan Tin Estate.

69. Ms Wendy TANG of the HyD replied that the temporary traffic arrangements revised for relevant works were subject to approval and the exact timetable could not be projected. The Department would commence the works as soon as possible upon approval for the temporary traffic arrangements.

70. Mr CHAN Li-san of the TD replied that the TD would work together with the HyD, contractors and the Traffic Police to review the temporary traffic arrangements and run a trial operation, result of which would be reported in due course.

**(D) Report by the Hong Kong Police Force**  
**(TTC Paper No. 21/2022)**

71. Mr WONG Lung of the HKPF briefed on the paper.

72. Mr LAM Chung-hoi supported the HKPF's approach of "education followed by enforcement". He requested the HKPF to be more attentive to cycling on pavement and illegal parking on traffic lanes marked with double yellow lines. In addition, he pointed out that illegal parking activities were commonly found on traffic lanes marked with double yellow lines beside the corner of Tuen Mun Fa Yuen and outside Yan Oi Market, as well as the road section before the traffic light adjacent to Po Leung Kuk Hong Kong Taoist Association Yuen Yuen Primary School. He requested the HKPF to mount further enforcement actions against illegal parking at the above black spots.

73. Mr WONG Lung of the HKPF replied that the HKPF had made an on-site inspection at the above illegal parking black spots. Meanwhile, the HKPF watched over illegal parking activities around town centre, Wo Tin Estate, Ching Tin Estate and Lung Mun Oasis. The HKPF would make good use of video-recording devices in traffic enforcement actions and strengthen enforcement against illegal parking on road sections marked with double yellow

lines.

74. Mr LAM Chung-hoi requested the HKPF to strengthen enforcement actions against illegal parking around Tuen Mun Parklane Square and Come On Building on Castle Peak Road.

75. Mr WONG Lung of the HKPF replied that the HKPF noted Members' opinions and would mount further enforcement actions against illegal parking activities at the above locations.

## **VII. Any Other Business**

76. Mr IP Chi-wai of the TD added that in respect of item (A), Traffic Improvement Measures at Lung Fu Road Roundabout, under new discussion item, the TD noted Members' opinions and would implement the improvement measures, effectiveness of which would be reported to Members in due course.

77. Ms LI Ping of the TD added that in respect of Members' concern over the traffic conditions on Tuen Mun Road in the vicinity of Sham Tseng Interchange mentioned in the discussion of item (A) under matter arising, the TD noted Members' suggestion to divert vehicles travelling to Tsuen Wan via Sham Tseng to pass through other roads and would continue to monitor the traffic conditions at the above location and review the arrangements, if necessary.

78. There being no other business, the Chairman announced the meeting closed at 11:19 a.m. The next meeting would be held at 9:30 a.m. on 3 February 2023 (Friday).

Tuen Mun District Council Secretariat

Date: January 2023

File Ref: HAD TMDC/13/25/TTC/22

# 交通及運輸委員會第六次會議記錄 (林頌鎧議員提出的修訂)

## 原文

- 26. 林頌鎧議員表示，轉乘站對屯門居民十分重要，因此須重視其規劃。他建議運輸署與巴士公司仔細商討轉乘站的轉乘安排，以免影響巴士運作及乘客體驗。

## 修訂版

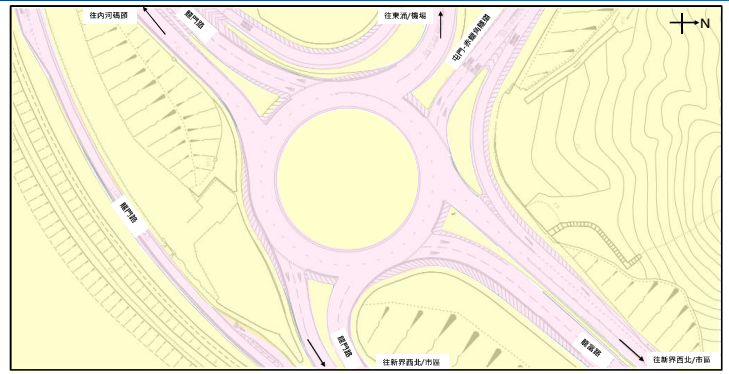
- 26. 林頌鎧議員表示，轉乘站對屯門居民十分重要，因此須重視其規劃。他建議運輸署與巴士公司仔細商討轉乘站的轉乘安排，以免影響巴士運作及對乘客造成混亂。

### 龍富路迴旋處交通改善措施

2022年12月



### 龍富路迴旋處



### 縮時航拍影片 (上午繁忙時段)



### 縮時航拍影片 (下午繁忙時段)



### 龍富路迴旋處已計劃的改善措施



### 運輸署研究交通改善方案

• 2021年2月委託香港科技大學進行研究

現場交通流量統計

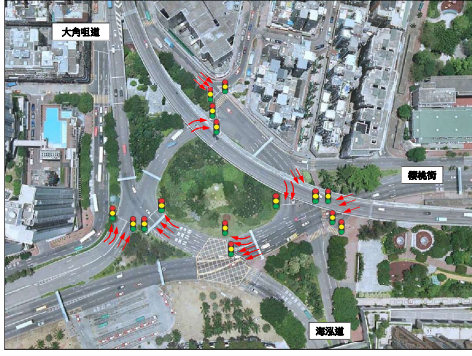
微觀分析模型  
- 模擬交通現況  
- 分析擠塞根源

研究改善方案及  
模擬改善效果

香港科技大學

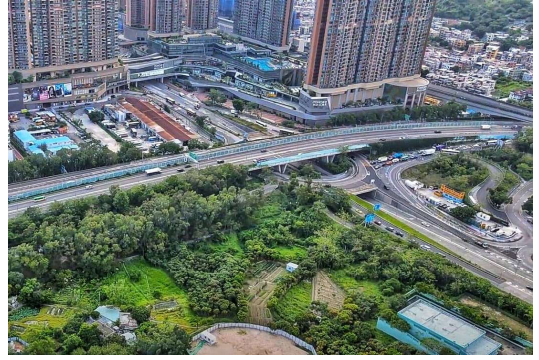


### 香港例子 - 西九龍櫻桃街



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### 其他擬議的位置 - 博愛交匯處 (元朗區)



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### 下一步計劃

- 有關龍富路迴旋處的擴闊工程已於**2022**年第三季開始進行。



- 加設交通燈號的工程預計可於**2023**年底完成。

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謝謝  
歡迎大家提供意見

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