

Minutes of the 1<sup>st</sup> Meeting of  
the Traffic and Transport Committee (2024-2027) of  
the Tuen Mun District Council

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Date : 1 February 2024 (Thursday)  
Time : 2:31 p.m.  
Venue : Tuen Mun District Council (TMDC) Conference Room

Present

Ms SO Ka-man (Chairman)	TMDC Member
Mr YIP Man-pan, MH (Vice Chairman)	TMDC Member
The Hon LAU Ip-keung, Kenneth, SBS, MH, JP	TMDC Member
Mr TSUI Fan, MH	TMDC Member
Ms CHING Chi-hung, MH, JP	TMDC Member
Mr CHAN Manwell, Leo, MH	TMDC Member
Mr TSNAG Hin-hong, MH	TMDC Member
Mr KAM Man-fung	TMDC Member
Mr MO Shing-fung	TMDC Member
Ms LAI Ka-man	TMDC Member
Mr LI Chiu-hung	TMDC Member
Mr LAM Tik-fai	TMDC Member
Dr CHAN Kwai-wao	TMDC Member
Mr CHAN Tsim-heng	TMDC Member
Mr FUNG Pui-yin	TMDC Member
Mr FUNG Yuk-fung, MH	TMDC Member
Mr TSANG Hing-chung	TMDC Member
Mr IP Chun-yuen	TMDC Member
Mr CHENG Yin-kwan, Andy	TMDC Member
Mr TSE Wing-hang	TMDC Member
Ms TSE Yuk-ling	TMDC Member
Mr KWONG Man-tik	TMDC Member
Mr CHUNG Kin-fung	TMDC Member
Ms HO Lok-man, Phoebe (Secretary)	Executive Officer I (District Council) 2, Tuen Mun District Office, Home Affairs Department

### By Invitation

Mr LAU Tsz-yeung, Steve	Senior Engineer/ Shatin to Central Link (7), Highways Department
Ms WONG Ka-lin, Janet	Engineer/ Railway Scheme (5), Highways Department
Mr Leo CHAU	Assistant Manager, Public Affairs, The Kowloon Motor Bus Co. (1933) Ltd/ Long Win Bus Company Limited
Mr Carlos PO	Assistant Manager, Operations, The Kowloon Motor Bus Co. (1933) Ltd / Long Win Bus Company Limited
Mr Desmond TANG	Assistant Manager, Operations Support, The Kowloon Motor Bus Co. (1933) Ltd/ Long Win Bus Company Limited
Mr Brian NG	Manager (Planning), Citybus Limited/ New World First Bus Services Limited
Mr CHAN Ho-fung, Clarence	Operations Manager (Kowloon & New Territories), Citybus Limited / New World First Bus Services Limited
Ms CHUNG Pui-yi, Penny	Corporate Communications Manager, Citybus Limited/ New World First Bus Services Limited
Ms KWOK Chi-ching, Miko	Corporate Communications Officer, Citybus Limited/ New World First Bus Services Limited
Mr Jimmy POON	Chief Construction Manager – TME Civil, MTR Corporation Limited
Mr Fred KWOK	Senior Liaison Engineer, MTR Corporation Limited
Ms Cathy CHAN	Assistant Senior Corporate Communications Manager-Capital Works, MTR Corporation Limited

### In Attendance

Mr KWAN Ke-lin, Michael, JP	District Officer (Tuen Mun), Home Affairs Department and the Chairman of the Tuen Mun District Council
Mr CHAN Yik-lung, Eron	Assistant District Officer (Tuen Mun) 2, Home Affairs Department
Mr CHUI King-hang	TMDC Member
Mr SIN Wai-ting, Eric	Senior Transport Officer/ Tuen Mun 1, Transport Department
Ms TSANG Yuk-king, Hendrix	Senior Transport Officer/ Tuen Mun 2, Transport Department
Mr HON Ho-ting, Louis	Engineer/ Special Duties 2, Transport Department
Mr PONG Chung-yin, Alex	Engineer/ Tuen Mun West, Transport Department
Mr CHAN Li-san	Engineer/ Tuen Mun North, Transport Department
Mr WONG Tik-wai	Project Coordinator/ Tuen Mun Central, Transport Department
Mr CHOW Wan-yin	District Engineer/ Tuen Mun (East), Highways Department
Mr KAM Hok-chun, Jurgen	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
Ms CHAN Oi-ming, Mo	Engineer/ 33 (West), Civil Engineering and Development Department
Ms CHANG Yuet-ming, Charlene	Administrative Assistant/ Lands (District Lands Office, Tuen Mun), Lands Department

**Opening Remarks**

The Chairman welcomed all present to the 1<sup>st</sup> meeting of the Traffic and Transport Committee (2024-2027) (TTC).

2. The Chairman stated that, given that agenda item II(A) (i.e. Conducting Studies and Collecting Views on Transport Infrastructure in Tuen Mun District) might need more time for discussion, she would rearrange the order of the agenda to address agenda item II(B) (i.e. Tuen Mun South Extension Project) first. She asked all attendees to keep their speeches concise and avoid repetition.

3. The Chairman further 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. She would, in accordance with Order 22(4) of the Tuen Mun District Council 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.

**Absence from Meeting**

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

**I. Laying of Paper**

**(A) Suggestions for Easing Traffic Pressure on Tuen Mun Road by Waiving the Toll of Tai Lam Tunnel upon its Franchise Expiry and Takeover by the Government**  
**(TTC Paper No. 1/2024)**

5. The Chairman stated that the Secretariat received the captioned paper on 17 January 2024. Given that the two discussion items required a longer time for discussion, the captioned paper would be arranged for discussion in the next meeting.

**II. Discussion Items**

**(A) Tuen Mun South Extension Project**  
**(TTC Paper No. 3/2024)**

6. The Chairman welcomed Mr Steve LAU, Senior Engineer/ Shatin to Central Link (7), Ms Janet WONG, Engineer/ Railway Scheme (5), of the Highways Department (HyD), and Mr Jimmy POON, Chief Construction Manager – TME Civil, Mr Fred KWOK, Senior Liaison Engineer, and Ms Cathy CHAN, Assistant Senior Corporate Communications Manager-Capital Works of MTR Corporation Limited (MTR) to the meeting.

7. Mr Fred KWOK of MTR introduced the latest progress of Tuen Mun South Extension Project through a PowerPoint presentation (see annex 1), including the reprovisioning of community facilities, temporary traffic management measures, and community liaison work. He stated that to mitigate the impact on the nearby community during construction period, appropriate noise reduction and dust control measures would be implemented at worksites. These would include temporarily adopting noise insulating fabric or barriers, wrapping noisy machinery parts with soundproofing materials, regularly sprinkling water and cleaning vehicle tires and bodies, and properly covering materials when transporting spoil to control the spread of dust.

8. A Member expressed concern about the community liaison work during construction of Tuen Mun South Extension. He hoped that MTR could enhance communication with government departments and the incorporated owners of surrounding housing estates to collect residents' opinions as much as possible and properly handle traffic diversions and noise issues caused by the works. He further expressed concern about the potential increase in pedestrian traffic at the junction of Wu King Road and Wu Chui Road following demolition of footbridge at Siu Hei Court and prior to its reprovisioning. He urged authorities to monitor usage and implement necessary measures, such as widening corresponding pedestrian ways or extending pedestrian green light timing. In addition, he emphasised the need for MTR and the HyD to collaborate closely with the Housing Department (HD) to identify suitable locations for at-grade crossing facilities to replace Wu Yuet Bridge, which would be permanently demolished. Finally, he expressed concern about potential privacy issues arising from platform design, making the platforms too close to Wu King Estate residential buildings. He urged MTR to consider measures to protect residents' privacy.

9. A Member highlighted the importance of considering the needs of residents of Siu Hei Court and Wu King Estate, who relied heavily on the footbridge at Siu Hei Court and Wu Yuet Bridge for daily travel, particularly the elderly and mobility-impaired individuals. He hoped that MTR and the HyD could prioritise this factor when planning temporary crossing measures. He further expressed hope that temporary traffic management measures would not result in increased travel times for the public. He suggested that the authorities adjust traffic light timing and deploy additional staff to keep traffic flow smooth during peak hours, if necessary.

10. The Vice Chairman said that he had received numerous enquiries from dog owners in the area regarding reprovisioning plan for Hoi Wong Road Pet Garden. He asked MTR and the HyD about certain information such as a comparison of the pet garden's area before and after reprovisioning, whether existing pitch and facilities would be retained after reprovisioning, and a detailed schedule for different stages of the project.

11. Mr Fred KWOK of MTR acknowledged that there were more elders or residents using trolleys in the Wu King Road area. MTR previously commissioned a traffic consultant to assess temporary traffic management measures and would consult with the Transport Department (TD) regarding the timing of temporary traffic lights. He continued that residents' opinions had been considered when designing Tuen Mun South Station, and shields would be added at appropriate positions on both sides of the train platforms to protect the privacy of nearby residents. Regarding the pet garden, its total area upon reprovisioning would be comparable to the current one. The project would be carried out in two phases. The first phase was expected to be completed by the middle of this year, and would include facilities such as dropping collection bins and pet latrines. MTR was currently negotiating with relevant government departments on the detailed design of the pet garden and would introduce it to the community in due course when further information became available.

12. A Member mentioned that Tuen Mun South Extension involved traffic diversions and road closure measures on Hoi Wong Road, Wu King Road, Lung Mun Road, and Lung Fu Road. He enquired when MTR and the TD would be able to submit a concrete proposal. He continued that since Tuen Mun South Station would not involve housing developments, he hoped that MTR would make good use of the space to consider providing facilities for social inclusion and recreational areas for the public.

13. A Member stated that MTR should engage in more communication with stakeholders regarding facility modification plans. For example, before commencing the demolition of Tuen Mun Swimming Pool, alternative facilities should be provided for public use to ensure a seamless transition. Prior to the construction works, it was necessary to effectively disseminate information about traffic management measures, so that local residents could learn about the details and be prepared for changes. During construction period, it was important to provide support to surrounding residents by implementing adequate noise and dust prevention measures. He further requested that MTR provide timely updates on the project's progress and schedule to the TMDC, enabling Members to assist in disseminating information to residents and to introduce the project in collaboration with educational institutions, thereby achieving harmony in the community.

14. A Member expressed that residents of Tuen Mun East were concerned about the noise from Tuen Mun South Extension Project, particularly construction of a cycling track in Tuen Mun Park, which could disrupt their daily routines in the park and at home. He enquired about mitigation measures proposed by MTR, including whether sound barriers would be high enough and effective.

15. Ms Cathy CHAN of MTR responded that before the construction of Tuen Mun

South Extension Project, MTR had already begun to maintain communication with the community through various channels and platforms, including briefing sessions, exhibitions, and web pages, to enhance transparency. MTR was currently collaborating with tertiary institutions to hold roving talks and workshops targeting primary and secondary school students, community centres, and local residents, to familiarise them with content and progress of the project. Through liaison groups, MTR regularly met with residents and school representatives to exchange opinions. MTR would also hold various forms of exhibition activities in the community, and she hoped that Members could help promote those activities to local residents. Furthermore, Tuen Mun South Station, with platforms elevated above Wu King Road, integrated design aesthetics and the concept of sustainable development to minimise occupation of road space, focusing on a sleek design with limited space. With Tuen Mun South Extension Project, MTR would improve residents' quality of life by reprovisioning and enhancing some community facilities, including relocation and upgrading of Tuen Mun Swimming Pool. After construction of Tuen Mun South Station, parts of the Wu King Road Garden would be reprovisioned, while greening works would be implemented on Wu King Road. Before the project commenced, a consulting company engaged by MTR had completed an environmental impact assessment. It was anticipated that after implementing relevant mitigation measures, construction noise level would meet relevant environmental protection requirements. MTR would also regularly monitor the noise level and dust generation from construction to ensure effective implementation of relevant mitigation measures. Lastly, she welcomed Members to provide feedback on the project to help MTR make better arrangements.

16. Mr Jimmy POON of MTR responded that MTR's engineering team would mitigate construction noise at the source in multiple ways. These included using quieter construction equipment, wrapping noisy machinery parts with soundproofing materials, considering installing noise barriers of appropriate height, and trying to avoid louder operations during examination seasons. MTR was committed to minimising the impact on nearby residents and students.

17. Mr Fred KWOK of MTR responded that MTR was currently planning traffic management measures for the first-year construction period and was coordinating with various relevant government departments. Therefore, he was unable to provide detailed information about any traffic diversion plan at this meeting. He assured that further information would be shared with Members and the community in due course.

18. A Member expressed the hope that Tuen Mun South Extension Project could be completed as soon as possible. He pointed out that guidelines for online feedback form on page 23 of Annex 1 were obscure, as it was unclear how to fill in the form on the web page after scanning the QR code. In addition, he enquired about how Members could

improve district services with regular updates provided by MTR. The Member also suggested that MTR consider creating a sky garden on Wu King Road or in the vicinity of Wu Hong Police Quarters, similar to the one built for the West Rail Line Project at Affluence Garden, which would protect residents' privacy and green the top of the station. Finally, he asked about arrangements for reprovisioning green features and managing noise during construction period.

19. A Member enquired about construction schedule for worksite at Wu Shan Recreation Playground and its impact on nearby park facilities. He also sought information on the timeline for reprovisioning Tuen Mun Swimming Pool, as well as the progress of coordination between MTR and the Leisure and Cultural Services Department (LCSD).

20. A Member noted that residents of Oi Tak House and Oi Lai House in Yau Oi Estate had expressed concern about the proximity of railway alignment to their residences. He hoped that MTR could enhance community liaison work and provide more information to residents.

21. Ms Cathy CHAN of MTR responded that MTR's engineering team would continue to work diligently to complete the project, striving to provide a convenient and efficient rail service to the Tuen Mun South community as soon as possible. She added that she would look into the situation of the online feedback form and make appropriate follow-ups if necessary, while residents could also express their opinions via email or a project hotline. Regarding the design of Tuen Mun South Station, shields would be installed at appropriate positions on both sides of platforms to prevent passengers from looking directly into lower-floor units, and solar panels and some greening facilities would be installed on the top of the station to achieve sustainable development goals. MTR would try its best to reprovision affected public facilities and public open space within the area, and would carefully handle roadside trees by reprovisioning at suitable locations after construction. In addition to implementing appropriate mitigation measures at construction sites as per the environmental impact assessment report, MTR had been listening to the community's opinions, including communicating with schools in the vicinity of Tuen Mun South Station since 2020 to respond to their concerns.

22. Mr Jimmy POON of MTR responded that MTR would reprovision Tuen Mun Swimming Pool based on the principle of "reprovisioning before demolition", with the reprovisioning expected to be completed by 2026. MTR was currently reviewing handover arrangements for the new and old swimming pools with the LCSD.

23. Mr Fred KWOK of MTR responded that Tuen Mun Road Safety Town and a cycling track near Wu Shan Recreation Playground would be reprovisioned after construction of relevant railway projects. Regarding the issues raised by Yau Oi Estate

residents, he expressed that MTR would maintain communication with local residents.

24. The Chairman requested MTR provide further information on construction arrangements for worksite at Wu Shan Recreation Playground to Members through the Secretariat in the future, as and when available.

25. A Member expressed that residents were concerned about the situation after demolishing of public toilets at Tuen Mun Ferry Pier. As there were no other public toilets near the waterfront promenade, he hoped that MTR would discuss with the Food and Environmental Hygiene Department (FEHD) construction of public toilets next to entrances and exits of Tuen Mun Ferry Pier stop. He also looked forward to the introduction of smart elements to improve local infrastructure.

26. A Member asked MTR to consider opinions of women in the district and to provide childcare services and establish breastfeeding-friendly spaces in future MTR stations.

27. A Member enquired whether temporary crossing facilities would be arranged during construction period when Wu Yuet Bridge was demolished and replaced with ground-level pedestrian crossing facilities, so that residents could conveniently have access to the Light Rail stop. He hoped that when constructing pedestrian crossing facilities, MTR would consider the timing of traffic lights at the junction of Wu Shan Road and Wu King Road. In addition, he asked MTR to introduce a schedule for demolition and reprovisioning for the footbridge at Siu Hei Court, as well as the design of the entrances and exits of Tuen Mun South Station. He hoped that the works could be completed as soon as possible.

28. A Member expressed concern about arrangements for boats on Tuen Mun River during construction period. He requested that MTR or government departments address the issue, including making arrangements for boat berths after construction.

29. Ms Cathy CHAN of MTR responded that MTR would set up temporary public toilets nearby before dismantling the public toilets at Tuen Mun Ferry Pier. After relevant railway projects were completed, the public toilets would be reprovisioned around its current location, and MTR was aware of Members' opinions on smart toilets and would reprovision public toilets according to the latest standards promulgated by government departments. She continued that childcare service was not within the scope of MTR services; however, MTR would consider introducing related shops that provided such service when reviewing retail mix of the station. In addition, she mentioned that the design of Tuen Mun South Station was compact with very limited space. Therefore, MTR would study whether there would be suitable space for a nursing room at A16 Station or Tuen Mun South Station.



30. Mr Fred KWOK of MTR responded that MTR would set up a temporary crossing before dismantling Wu Yuet Bridge. They were currently consulting with government departments regarding the specific location of the crossing and the timing of traffic lights. The footbridge at Siu Hei Court, once reprovisioned, would connect to Tuen Mun South Station. He continued that Members' opinions were noted, and MTR would review the timing of traffic lights at the junction of Wu Shan Road and Wu King Road with government departments. In addition, he stated that contractors had previously issued notices to inform relevant parties to move their boats out of construction area, while boat anchorage and river operation matters outside construction area were the responsibility of relevant government departments.

31. The Chairman concluded by requesting that MTR report back to the TTC in a timely manner regarding further developments of Tuen Mun South Extension Project, and provide reference document to the Secretariat for Members' perusal.

**(B) Conducting Studies and Collecting Views on Transport Infrastructure in Tuen Mun District**  
**(TTC Paper No. 2/2024)**

32. The Chairman stated that the TMDC discussed the captioned issue at its first meeting on 5 January 2024, during which the District Officer (Tuen Mun) (DO), who also served as the Chairman of the TMDC, asked Members to collect opinions from residents and relevant parties within the district. Members were asked to submit the collected opinions and proposed solutions to the TTC for detailed discussion. Subsequently, Members individually gathered opinions from residents and relevant parties in the Tuen Mun District on local traffic congestion and supporting facilities. Their written reports had been included in an annex to the paper and uploaded to the TMDC's website. The TTC would discuss the collected opinions to analyse key traffic infrastructure projects in the area and study response plans. The Chairman further stated that since Members had submitted written reports on the collected opinions, to ensure the efficiency of the meeting, she suggested that Members briefly summarise and supplement the contents of their reports in two minutes. If Members had additional questions, they might briefly outline the same in one minute. She reminded Members to keep their speeches concise and avoid repetition. She then asked the DO if he had any additional comments.

33. The DO stated that the objective of the discussion was to synthesise the opinions and proposed solutions collected by Members, then integrate them for further discussion at the general meeting of the TMDC, and ultimately submit the opinions and suggestions to the Government for consideration. In this regard, Members might discuss the most important parts of the opinions collected, and representatives of the TD might also provide relevant information, but there was no need for an immediate response.

34. The Chairman asked Members if they needed to supplement or further discuss the matter in question.

35. A Member mentioned that the Tuen Mun Road Bus-Bus Interchange (TMRBBI) towards the Kowloon direction was very congested during peak hours. However, a large piece of land behind the TMRBBI, where temporary buildings were found, was currently used for parking by government departments or contractors. He suggested that the Government could study the possibility of using the land to expand the TMRBBI and optimise arrangements for buses entering and leaving the TMRBBI to alleviate congestion. Moreover, most residents of So Kwun Wat would drive themselves or take a bus from the TMRBBI to work. Therefore, he also proposed increasing parking spaces at the TMRBBI and enhancing feeder transport service to facilitate commuting for residents in remote areas.

36. A Member reported that citizens had expressed concerns about buses causing congestion on Ho Tin Street and Kin Wing Street when returning to the bus depot at night. Some buses were even parked at junctions beside traffic lights, posing a safety risk to pedestrians. Given that relocation of The Kowloon Motor Bus (1933) Co., Ltd. and Long Win Bus Company Limited (KMB) depot to Ho Wo Street was still in consultation phase, he hoped that the Police or KMB could propose a solution. In addition, Siu Hong Road was often parked with container trucks and private cars, severely obstructing traffic. After being ticketed and towed away by the Police multiple times, drivers temporarily parked their vehicles in Tsz Tin Tsuen. However, due to insufficient parking spaces, vehicle owners returned to Siu Hong Road for parking after receiving complaints, causing disturbances to residents. This was especially problematic during busy morning hours when buses and private cars frequently entered and left the area, increasing the risk of traffic accidents. Therefore, he urged the authorities to promptly address the issue of insufficient parking spaces.

37. A Member expressed that, in addition to the TD, he hoped that the HyD and the Police would consider the problems and proposed solutions raised by Members. For example, with regard to the congestion issue on Wong Chu Road, besides the proposal for road widening works, departments could also consider vehicle restrictions or re-routing options. He believed that government departments should not solely rely on long-term plans but should implement immediate measures to address citizens' difficulties. Moreover, he opposed the suggestion of cancelling bus lanes mentioned in the report and noted that after implementing the proposal for traffic rationalisation among the three road harbour crossings, the travel time through the Western Harbour Crossing (WHC) had increased by 15 minutes. He hoped that relevant departments would consider extending bus lanes to the WHC entrance.

38. A Member mentioned that citizens had suggested constructing a plaza at the TMRBBI to optimise the use of resources and enhance local amenities. Moreover, the platforms of Yau Oi Stop of Light Rail Route 751 currently obstructed pedestrians' view when crossing the street. MTR should consider making adjustments to platform equipment in order to improve pedestrian safety and prevent accidents. The Member also stated that bus services to and from boundary control points should be appropriately adjusted to facilitate citizens' travel to different boundary control points, providing convenient transportation services and promoting economic interaction between Hong Kong and the Mainland.

39. A Member pointed out that current speed limit of 50 kilometres per hour on Lung Fu Road was causing traffic congestion. He suggested that government departments should refer to data and adjust the speed limit during different times of the day, maintaining 50 kilometres per hour during busy morning hours but increasing it to 70 kilometres per hour at night to address the issue.

40. A Member expressed that solutions to Tuen Mun's traffic issues lied in Tuen Mun Bypass and Route 11, which were expected to be completed by 2033. He hoped that the authorities could expedite the construction process.

41. A Member suggested forming a temporary or informal working group to collate the collected suggestions into three categories: “forward-looking projects”, “projects with beneficial and achievable goals”, and “projects with the most consensus”, making these to be the targets for the TTC's subsequent work.

42. The Vice Chairman suggested starting with simpler measures, such as adding crosswalks near Yan Ching Street on Tuen Mun Heung Sze Wui Road, as well as near the McDonald restaurant on Ho Pong Street, to reduce the crossing time.

43. A Member mentioned that residents were generally concerned about the development of the TMRBBI, suggesting that the land behind could be used for its expansion in the long term. Moreover, some residents had suggested improving bus services in So Kwun Wat. He also proposed reducing traffic from Yuen Long, the Islands District, and the Airport into Tuen Mun by lowering toll charges for the Tai Lam Tunnel.

44. A Member stated that the studies should focus on examining the overall future development and traffic situation in the Tuen Mun District. Currently, the Government was acquiring land in San Hing Tsuen in northern Tuen Mun for a significant increase in public rental housing production, which was expected to continuously increase vehicle flow on Tuen Mun Road and at the TMRBBI. The TD's planned short, medium, and long-term measures only targeted road traffic. Given that Lung Fu Road improvement

works and the Route 11 project would not be completed until 2031 and 2033, respectively, he hoped that the Government could negotiate with ferry companies to open ferry routes from Tuen Mun Ferry Pier to Central or Wan Chai with fuel subsidies and enhanced feeder transport service, providing residents with a second option for travelling to and from urban areas in the short term.

45. A Member noted that there were more housing developments and construction projects in northern Tuen Mun, including the Light Public Housing (LPH) projects in Area 3A and Area 54, and the Tuen Mun Bypass, etc. He suggested that the TD should improve traffic planning, increase service frequency on certain routes and offer whole-day services, introduce bus interchange concessions, and study solutions to traffic congestion arising from buses queueing for stops.

46. A Member remarked that reports submitted by fellow Members were very comprehensive, covering short, medium, and long-term solutions. The TTC should discuss how to organise and submit such reports for the Government's consideration.

47. The Chairman responded that the Secretariat would synthesise Members' opinions and additional information mentioned by Members during the meeting, and put forward a report to the general meeting of the TMDC for follow-up.

48. A Member mentioned that residents had reported a shortage of motorcycle parking spaces in the area. With the growth of food delivery industry, the number of motorcycles was expected to increase. However, parking spaces were limited in densely populated areas in the town centre, and some estates even did not have temporary parking spaces, causing delivery riders to worry about getting ticketed. He further enquired whether the TMRBBI provided motorcycle parking spaces to facilitate residents of So Kwun Wat to transfer to buses for their commutes.

49. Mr LEUNG Ki-ching of the Police responded that after receiving complaints about illegal parking in the industrial area, they had communicated with KMB and requested KMB drivers not to park in private car parking spaces and on pedestrian crossings. In the last two weeks, the Police had also launched an enforcement action, and the number of prosecutions fell from double digits to single digits. The operation, targeting both private cars and KMB buses, would continue for a month to combat illegal parking. He further stated that currently, no KMB buses had been prosecuted, but some delivery drivers might mistakenly park at KMB depot due to insufficient signage. Therefore, the Police were planning to propose to the TD to put up more signage to help private car and goods vehicle drivers identify the area as a KMB depot, thus solving the problem of illegal parking by KMB's buses on the street due to insufficient parking spaces. Regarding illegal parking on Siu Hong Road, he mentioned that the Police had continued to make prosecutions in the past month.

During the early hours, the Police would not actively prosecute vehicles parked without causing obstruction or danger. In the busy morning hours, most drivers would voluntarily move their vehicles, and to facilitate traffic flow, the Police would prosecute and contact drivers, and even tow away vehicles that were still illegally parked.

50. Ms Penny CHUNG of Citybus Limited (Citybus) thanked Members for collecting opinions from the public and stated that Citybus would carefully study the suggestions for new routes and the TMRBBI in the report.

51. Mr Carlos PO of KMB responded that from December 2023 to January 2024, a large number of serious traffic accidents occurred on Tuen Mun Road, causing buses to queue up to return to the depot. KMB had arranged staff to facilitate bus traffic at intersections to prevent buses from blocking the traffic and parking illegally. KMB also worked closely with the Police to clear illegally parked buses as quickly as possible to minimise the impact on traffic. The situation had gradually improved.

52. Mr Eric SIN of the TD responded that the Department had been closely monitoring the operation of the TMRBBI and implementing various measures with the bus companies to enhance the operational efficiency. For example, bus companies would dispatch staff to assist passengers with boarding and alighting and coordinate traffic flow during the busy morning and afternoon hours. In addition, the Department and the HyD had added one and two bus bays respectively at platforms towards Tuen Mun and Kowloon by the end of 2023, providing much space for passengers to board and alight buses. After adding bus bays, the Department and the bus companies had adjusted stop locations for some bus routes at the TMRBBI, such as separating stopping positions for bus routes to Hong Kong Island and the Kwai Tsing District, so as to optimise passenger queuing and bus boarding and alighting arrangements. He continued that the Department and the bus companies had been closely monitoring service levels of different bus routes, and would discuss service adjustments with relevant bus companies or operators when necessary.

53. Ms Hendrix TSANG of the TD responded that there were various bus and minibus routes in the district going to Shenzhen Bay Port and Heung Yuen Wai Boundary Control Point. Due to geographical constraints, Lok Ma Chau Control Point experienced higher traffic volume during peak hours, and the public transport interchange could only accommodate a limited public transport service. Currently, only KMB Bus Route B1 and New Territories Green Minibus Bus Route 75 terminated at the interchange, with the remaining spaces designated for taxi stands and school bus pick-up and drop-off points. She explained that adding new bus routes might risk further congestion in the area, and the Department would closely monitor service level of feeder transport service at control points and make service adjustments with relevant bus companies or operators if necessary. Regarding transportation arrangements for

the LPH projects, she mentioned that Tuen Mun Area 3A was near Light Rail Ching Chung Stop, and there were franchised buses and minibuses providing services on Tsun Wen Road. If needed, the Department could discuss with relevant operators to increase service frequency. Moreover, in response to the population growth in Tuen Mun Area 54, the Department enhanced Citybus Route 50 to a half-day service on 5 November 2023, improved Citybus Routes 56 and 56A to a half-day service and increased the morning peak frequency of Citybus Route 950 on 6 November 2023, and introduced overnight public transport service on Route N50 on 18 December 2023. Current routes serving in Tuen Mun Area 54 were able to meet passenger demand, and the Department would continue to closely monitor the changes in passenger demand after gradual intake for housing estates in Tuen Mun Area 54 commenced, review public transport service arrangements, and make timely service adjustments accordingly.

54. Mr Louis HON of the TD responded that the Government mentioned in 2023 that future development and planning studies of the TMRBBI and its adjacent areas would consider the feasibility of optimising the operational efficiency of the TMRBBI. The Department was also conducting a strategic study on transportation, which would cover the TMRBBI. The purpose of the study was to explore ways to further optimise public transport facilities and the environment based on the principle of “single site, multiple use”, and incorporating park-and-ride service as much as possible to enhance the efficiency of transportation infrastructure.

55. Mr Clarence CHAN of Citybus responded that bus bays for the use by Citybus at the TMRBBI were located between those of other operators. Even though the number of passengers taking Citybus routes was relatively lower, buses still needed to queue to enter the TMRBBI. Citybus regularly reviewed the combination of routes that stopped at the TMRBBI to balance passenger demand and the time spent at stops. Regarding the arrangement for new waiting platforms at the TMRBBI, Citybus had submitted a proposal to the TD, hoping to place their bus bays in a position not affected by buses queuing to enter the TMRBBI, such as at the forefront towards Tuen Mun, to speed up passenger boarding and alighting. He suggested referring to the practice at the Tseung Kwan O Tunnel Bus-Bus Interchange, where waiting platforms were arranged according to destinations. Citybus would continue to review future arrangements for the TMRBBI.

56. The Chairman stated that if Members wished to discuss or enquire further about district transportation issues, they could submit papers after this meeting, while the current discussion primarily served to supplement the written reports already submitted.

57. A Member remarked that the response by Mr Louis HON of the TD indicated that the Department had reserved land for expanding the TMRBBI, yet the timeline for expansion was unclear.

58. A Member expressed that drivers of a new Citybus route from northern Tuen Mun to Kowloon often cut in line and occupied the two traffic lanes at the TMRBBI. It was suggested that Citybus should arrange all its buses to stop at the waiting platform currently used for Route 962.

59. The Chairman summarised that opinions raised by Members would be compiled and put forward to the general meeting of the TMDC for further discussion.

### **III. Reporting Item**

#### **(A) Report by the Transport Department**

##### **(TTC Paper No. 4/2024)**

60. A Member stated that the TD regularly followed up on service level of franchised bus routes, and he wished to know the results the Department had achieved in this regard. He shared that on 26 January 2024, he waited for over half an hour for Routes 960 and 961, while the mobile application showed that it would be another hour before a bus arrived. In addition, there were dozens of traffic accidents on Tuen Mun Road each month, and he enquired if any cases involved vehicle breakdowns, as well as what follow-up measures the Department and Police would adopt. To conclude, he urged the Department to seriously address traffic congestion issue.

61. A Member expressed that more than one traffic accident occurred in Tuen Mun every day, affecting all citizens commuting to work, regardless of drivers or passengers of public transport. Therefore, he enquired about the Department's future plans or improvement schemes to reduce the number of traffic accidents. He hoped that the Police could provide figures on the main causes of accidents, so that Members could be informed whether such accidents involved human or vehicular issues, thereby proposing measures to improve road traffic safety.

62. A Member enquired about the current status of route rationalisation/frequency adjustment proposal for Citybus Route 962X at the en-route bus stop at Tsing Ha Lane.

63. A Member asked the Department for locations of traffic black spots in the Tuen Mun town centre area, so that Members could remind drivers in order to prevent accidents.

64. Ms Hendrix TSANG of the TD responded that regarding the issue of the KMB Routes 960 and 961 being off-schedule on 26 January 2024, it was necessary to follow up with the bus company first, and the details would be reported to Members later. In addition, the Department conducted a field survey in mid-January and found that service frequency on KMB Routes 960 and 961 was generally normal during the busy afternoon hours. As for the re-routeing of Citybus Route 962X towards Tsing Ha Lane, the

Department would study it with the bus company before replying to Members.

65. Mr Eric SIN of the TD responded that since the period of time covered by this TD's report was longer than usual, there was a larger number of cases regarding franchised bus service that required follow-up with operators. Generally, the Department regularly monitored bus companies' operational reports, occasionally dispatched staff for field investigations, and monitored franchised bus service via different channels such as receipt of public complaints. If the Department found any lost trips, it would follow up appropriately with bus companies, including sending letters to request clarification or explanation when necessary.

66. Mr Desmond TANG of KMB responded that after reviewing operational records of 26 January 2024, traffic congestion occurred in Tuen Mun and on Fleming Road in Wan Chai in the evening, causing disruptions to the services on Routes 960 and 961 between 9:40 p.m. and 10:02 p.m. Buses did not arrive at stops on time and did not operate according to scheduled timetables, for which KMB would like to apologise to affected passengers. He continued that KMB would continue to monitor its operation on Routes 960 and 961 and hoped to minimise the impact on passengers in the event of traffic congestion.

67. Mr Louis HON of the TD responded that the traffic accident record on Tuen Mun Road already included the number of vehicle breakdowns, accounting for about 25% of the total number, and the remaining 75% were road traffic accidents. He cited 2023 as an example, there were more accidents near Tuen Mun Road - Ting Kau Section. The TD, in conjunction with the HyD and the Police, launched a series of improvement measures on that road section, including repaving road surface, putting up more traffic signs, and reminding drivers to pay attention to bends and slow down. The TD would continue to pay attention to the accident figures on Tuen Mun Road and continue to cooperate with relevant departments such as the Police and the HyD to timely introduce measures to improve road safety.

68. A Member expressed the wish for the Police to consider prosecuting drivers who caused severe congestion on trunk roads during peak hours with dangerous driving offences, and to contemplate introducing a new offence for drivers who accidentally caused severe congestion on trunk roads. In addition, the Member suggested increasing penalties to improve drivers' attitudes and thereby address the issue at its root.

69. Mr Louis HON of the TD responded that information about traffic black spots in the Tuen Mun District and on Tuen Mun Road would be distributed to Members through the Secretariat after the meeting.

[Post-meeting note: The TD had distributed the relevant information to Members



through the Secretariat on 13 March 2024.]

70. The Chairman enquired about the TD's approach to handling traffic black spots and whether the public would be notified.

71. Mr Louis HON of the TD responded that the Department had a dedicated division to monitor traffic black spots across the territory. Locations of traffic black spots were regularly revealed every three months.

72. Mr LEUNG Ki-ching of the Police responded that currently, the law did not provide for increased penalties for dangerous or careless driving during different times of the day, and the power to determine penalties lied with the judge, not the Police. In addition, he mentioned that enforcement actions on Tuen Mun Road were carried out by the Traffic Team of New Territories North Regional Headquarters by way of irregular mobile video recording during peak hours. The number of prosecutions had decreased from double digits to only two or three cases recently, with violations including crossing double white lines and single white lines, and not driving on the left side, indicating that drivers generally complied with road rules. According to the Police's investigation in 2023, most traffic accidents were caused by driving inattentively or following too closely to the vehicle in front. However, it would be necessary to have a further review to find out whether there were specific causes for traffic accidents on Tuen Mun Road. In view of the causes for these accidents, the Police hoped to improve the situation through law enforcement actions, education for learner drivers, and discussion with the TD to optimise road traffic design.

73. The Chairman concluded by requesting the Police to continue strengthening enforcement and to make greater use of technology to bring to justice drivers who did not abide by the law or had problematic driving attitudes.

#### **IV. Any Other Business**

74. The Chairman asked Members to review the document distributed during the meeting, which was a letter from the representatives of the Hong Kong Gold Coast owners to the Tuen Mun South East Area Committee (Area Committee), proposing suggestions for traffic control measures opposite Hong Kong Gold Coast Phase 1. The letter was forwarded by the Area Committee for the consideration of the TTC. Regarding this matter, the Tuen Mun District Office had transferred the same to the TD for consideration. The Chairman requested a response from the TD's representatives on the latest situation.

75. Mr Louis HON of the TD responded that the Department had closely examined the suggested measures in the letter with the team of HyD responsible for Castle Peak Road widening works. Reply would be given in due course when there were results.

76. The Chairman requested that when TD's representatives provided a written response, copies should be distributed to all Members for their information.

77. A Member added that the distance between traffic lights in front of the Gold Coast Piazza and those at Golden Beach Path was quite far. Pedestrians had to take a long detour for crossing to get to the bus stop for Routes K51 and K53. Therefore, during busy periods, there was often a situation where people recklessly crossed Castle Peak Road. In response, the chairman of the Area Committee and the representatives of the property owners suggested that the Department consider relocating the traffic lights and optimising road design, rather than implementing traffic control measures.

78. A Member expressed the hope that the TD would pay attention to the changes in road design due to Castle Peak Road widening works to avoid serious traffic accidents, and that the TTC should also continue to follow up on this matter.

79. The Chairman requested that the representatives of the TD take note of Members' opinions and respond to the Area Committee.

80. The Chairman asked Members to review another document distributed during the meeting, which was a letter from the property management company of NOVO LAND to the Commissioner for Transport, with a copy to the Chairman of the TTC, suggesting adding pedestrian crossing facilities near the bus stop of the housing estate. Since the letter had been sent directly to the Commissioner for Transport, the Chairman indicated that there was no need for discussion at the meeting, and asked Members to take note of the matter.

81. A Member noted that MTR had written to the TTC on the 8 January 2024 regarding re-routeing arrangement for Route K52. He asked why the Secretariat circulated the related documents to Members till 23 January 2024. The Secretary responded that she would look into the situation after the meeting and reply to the Member.

[Post-meeting note: The Secretariat responded to the Member regarding the situation after the meeting.]

82. There being no other business, the Chairman announced the meeting closed at 4:53 p.m. The next meeting would be held on 11 April 2024 (Thursday) at 2:30 p.m.

Tuen Mun District Council Secretariat

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