

Minutes of the 3rd Meeting of
the Traffic and Transport Committee (2024-2027) of
the Tuen Mun District Council

Date : 13 June 2024 (Thursday)

Time : 2:30 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 CHUI King-hang	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
Miss TSOI Tsang Yi, Jan (Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department

By Invitation

Mr Carlos PO	Assistant Manager, Operations, The Kowloon Motor Bus Co. (1933) Ltd / Long Win Bus Company Limited
Mr Karl HUEN	Assistant Manager, Public Affairs, The Kowloon Motor Bus Co. (1933) Ltd / Long Win Bus Company Limited

Mr CHAN Ho-fung, Clarence	Operations Manager (Kowloon & New Territories), Citybus Limited / New World First Bus Services Limited
Mr Thomas CHAN	Assistant Corporate Communications Officer, Citybus Limited / New World First Bus Services Limited
Ms HO Kwan-tai, Jennifer	External Affairs Manager, MTR Corporation Limited
Ms Elim CHEUNG	Senior Public Relations Executive, MTR Corporation Limited
<u>In Attendance</u>	
Mr CHAN Yik Lung, Eron	Assistant District Officer (Tuen Mun) 2, Home Affairs Department
Mr SHUM Kai-shing	Engineer/ 15 (West), Civil Engineering and Development 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
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 Central, Transport Department
Mr CHAN Li-san	Engineer/ Tuen Mun North, Transport Department
Mr WONG Tik-wai	Project Coordinator/ Tuen Mun Central, Transport Department

I. Opening Remarks

The Chairman welcomed all present to the 3rd meeting of the Traffic and Transport Committee (2024-2027) (TTC).

2. 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. 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.

II. Absence from Meeting

3. The Secretary reported that no applications for leave of absence from Members were received.

III. Confirmation of Minutes of the Last Meeting

4. The Chairman stated that amendments were made to the 13th paragraph of the minutes of the 2nd meeting held on 11 April 2024 to include a post-meeting note (see Annex 1).

5. As Members had no other comments, the TTC confirmed the amended minutes.

IV. Matter Arising

(A) Conducting Studies and Collecting Views on Transport Infrastructure in Tuen Mun District
(TTC Paper No. 8/2024)

6. The Chairman stated that the captioned item was discussed in the 2nd meeting of the TTC held on 11 April 2024, and it was resolved that the discussion would continue. She then announced that the two major transport infrastructure projects, namely “Optimising Facilities of the Tuen Mun Road Bus-Bus Interchange (TMRBBI)” and “Improvements Works on Lung Fu Road, Wong Chu Road and Hoi Wing Road”, would be discussed in order.

Optimising Facilities of the TMRBBI

7. The Chairman stated that the on-site inspection of the TMRBBI was completed on 14 May 2024. She invited representatives from the Transport Department (TD) and the Highways Department (HyD) to respond first, followed by enquiries from Members.

8. Mr Eric SIN of the TD expressed gratitude to Members for conducting an on-site inspection of the TMRBBI in the afternoon of 14 May 2024 and providing feedback on

passenger facilities during the inspection. Based on the inspection, bus companies currently provided passenger facilities such as leaning rails, seats, passenger information boards, real-time bus arrival information display panels, and fans at waiting areas. In addition, bus companies provided information on bus routes, destinations and designated waiting areas for passengers across the interchange. Following the inspection, the Department reviewed and followed up on the status of passenger facilities with bus companies, and learnt that bus companies had added real-time bus arrival information display panels at the Tuen Mun-bound interchange and planned to install additional leaning rails and optimise queue lines. He said that the Department and bus companies would continue to explore the feasibility of adding more passenger facilities and closely monitor the operation and maintenance of existing facilities to provide a more comfortable waiting environment for passengers.

9. Mr CHOW Wan Yin of the HyD addressed the suggestion of adding rain shields to the interchange's canopy. After review, it was found that the existing pedestrian canopy, especially at the Kowloon-bound interchange, was already close to the minimum height requirement, leaving little space for rain shields extending downward. Furthermore, such rain shields would cause rainwater to flow towards the pedestrian walkway, inconveniencing passengers, and might affect ventilation and aesthetics. Extending the edge of the pedestrian canopy towards the roadway would increase the risk of collision with vehicles, creating a hazard. Therefore, the HyD did not recommend adding rain shields or extending the canopy. However, the Department noted that existing facilities such as customer service centres, vending machines, and advertising boards provided some protection from wind and rain. Thus, the Department had suggested that bus companies consider adding advertising boards or other suitable facilities in areas without shelter.

10. The Chairman and Members expressed different opinions and enquiries regarding the responses from the TD and the HyD representatives, summarised as follows:

- (i) Members enquired about the timeline and positions for installing additional leaning rails;
- (ii) Members noted that the departments had not responded to the suggestion of additional fans; and
- (iii) Members suggested that the departments consider adding both advertising boards and fans simultaneously for rain protection and ventilation.

11. Mr Eric SIN of the TD stated that bus companies intended to install additional leaning rails on the lower level of the Tuen Mun-bound interchange. They would discuss the exact positions with bus companies and process the applications according to relevant procedures once received. Furthermore, the Department and bus companies were still

examining available space and feasibility of adding other passenger facilities.

12. Members raised a second round of opinions and enquiries, summarised as follows:

- (i) Members asked the TD about the specific positions for additional leaning rails and queue lines, and the feasibility of additional seats;
- (ii) In the previous meeting, a Member had suggested installing nebulisers. Therefore, Members enquired about the research results of this proposal; and
- (iii) Members asked the TD whether there was space at the interchange to add advertising boards and fans.

13. Mr Eric SIN of the TD stated that they were still discussing with bus companies the specific positions for adding leaning rails and queue lines. They were preliminarily considering adding leaning rails at the platform of Route 52X on the lower level of the Tuen Mun-bound interchange, and extending the queue line at the platform of Route 260X at the Kowloon-bound interchange. The Department would continue to examine the suggestion of adding more seats with bus companies. In addition, the Department would consider extending advertising boards between platforms, provided that there would be sufficient space and would not affect passenger boarding/alighting or bus operation.

14. Members raised a third round of opinions and enquiries, summarised as follows:

- (i) Members asked bus companies to respond and to propose improvements for the interchange; and
- (ii) Members enquired whether the HyD had examined the load capacity issues for fans or nebulisers after the last meeting, and the results of relevant studies.

15. Mr CHOW Wan Yin of the HyD stated that the Department would need to know the details of bus companies' proposals for adding fans or nebulisers to the interchange's canopy, such as the exact position, before providing advice from a structural maintenance perspective.

16. Mr Carlos PO of The Kowloon Motor Bus Co. (1933) Ltd / Long Win Bus Company Limited (KMB) stated that KMB was always willing to add facilities to the interchange. In fact, many current facilities at the TMRBBI were provided by KMB, such as advertising boards and fans. KMB would work with other government departments to study the feasibility of adding facilities and actively consider positions for additional amenities without affecting passenger boarding and alighting. Furthermore, after the TD helped remove electronic display screens, more space would be available for KMB to consider adding leaning rails and queuing facilities at new waiting platforms.

17. Mr Clarence CHAN of Citybus Limited (Citybus) stated that Citybus had already installed leaning rails and seats at the interchange. Adding fans and nebulisers would involve large-scale electrical connection works, so Citybus was exploring alternative solutions, such as installing solar-powered fans on wind panels.

18. Mr Eric SIN of the TD stated that after removing electronic display screens from the first platform on the upper level of the Tuen Mun-bound interchange, more space would be available for bus companies to explore the possibility of adding leaning rails and optimise queue lines. Further discussions with bus companies would be needed for the feasibility of adding facilities in other positions without affecting passenger boarding and alighting.

19. A Member expressed that the departments had not positively responded to the feasibility of adding fans and nebulisers, believing that representatives from departments and bus companies had not seriously considered Members' suggestions or initiated studies after the on-site inspection.

20. Mr CHOW Wan Yin of the HyD explained that the HyD was responsible for the maintenance of canopy structure of the TMRBBI, and the Department would need to know the specific details of bus companies' plans for adding fans or nebulisers, such as the positions, sizes, and weight of fans, to assess the impact on the canopy's load capacity or regular maintenance work before providing relevant advice to them.

21. The Chairman asked if bus companies had initiated studies on the feasibility of adding fans and nebulisers.

22. Mr Carlos PO of KMB stated that KMB would actively work with the TD to review the locations for adding related facilities.

23. Mr Clarence CHAN of Citybus explained that Citybus needed time to study the suggestions and feasibility of adding fans or nebulisers. Unlike other interchanges completed in recent years, the TMRBBI did not have pre-installed electrical facilities for different franchised bus operators when it was put into service. Currently, connecting to power supply would require large-scale works such as extensive road excavation. Therefore, Citybus was exploring alternative solutions like solar-powered fans.

24. The Chairman expressed disappointment with bus companies' responses and hoped that the Tuen Mun District Office (TMDO) would help advocate for adding fans to the interchange at higher-level district meetings. She also noted that the lower level of the interchange lacked seating. Hence, although damaging to Hong Kong's image, Tuen Mun residents had no choice but to place chairs at the interchange themselves.

25. Mr Eric SIN of the TD explained that generally, bus companies would submit applications to the TD for adding passenger facilities at bus stops. The Department would then review these applications according to procedures, including consulting relevant departments on application details and seeking opinions from district representatives through the TMDO. Bus companies could begin installation work after obtaining approval from the TD.

26. The Chairman asked bus companies to do their best to provide better services for the public and not focus solely on profit.

27. A Member requested that departments consider reversing the process by making suggestions to bus companies where facilities should be added.

28. The Chairman concluded by saying that given the current hot weather, departments and bus companies should empathise with the public and add more facilities for Tuen Mun residents.

Improvements Works on Lung Fu Road, Wong Chu Road and Hoi Wing Road

29. Mr Alex PONG of the TD stated that regarding traffic improvement works in Tuen Mun, the TD would implement corresponding short-term traffic management measures based on local traffic conditions. In June 2023, the Government changed the broken white line in the centre lane of Tuen Mun Road southbound near Tuen Mun Fa Yuen to a solid-cum-broken line, extending to the road section of Tuen Mun Road near Waldorf Garden, to restrict vehicles from moving from the centre lane to the slow lane, thus streamlining traffic. The Department also planned to change the dividing line of the centre and fast lanes on Wong Chu Road eastbound to a broken line starting about 50 metres before the entrance to Tuen Mun Road, allowing vehicles to move from the fast lane to the slow lane earlier, streamlining traffic near the highway entrance. The works were expected to be completed by mid-year. In addition, the Government had arranged for the widening of the intersection of Ming Kum Road and Lung Mun Road, allowing vehicles travelling to and from Tuen Mun Road, Fu Tei section, and Tuen Mun – Chek Lap Kok Link to smoothly take the route along Tsing Tin Road, Ming Kum Road, Tsing Wun Road, and Lung Mun Road, and diverting traffic around the area of Tuen Mun Road and Wong Chu Road. The widening works at the intersection of Ming Kum Road and Tsing Tin Road were completed in 2022, while the widening works at the intersection of Ming Kum Road, Shek Pai Tau Road, Lung Mun Road, and Wu Shan Road were planned to commence in the fourth quarter of this year and would be completed in phases from mid-2025.

30. Regarding speed limits on Lung Fu Road and Wong Chu Road, Mr Alex PONG of the TD noted that according to traffic accident records from the TD and the Police, the two road sections recorded 39 traffic accidents in 2021. After implementing a unified

speed limit, there was a downward trend in accidents, with 13 and 14 recorded in 2022 and 2023 respectively, reflecting that the speed limit helped improve road safety. The Department would continue to monitor traffic conditions on these road sections and review the speed limit in due course.

31. Concerning traffic issues at the Lung Fu Road roundabout, Mr Alex PONG of the TD stated that on 8 October 2023, the Department added traffic lights and widened the road section with major traffic flow within the roundabout from two to three lanes, allowing more orderly entry and exit. After implementing these short-term measures, the road capacity of the roundabout increased. According to the Department's observations in November 2023, the queue of vehicles waiting to enter the roundabout from Lung Fu Road southbound during peak hours was significantly shortened from 700 metres to 275 metres in the morning with a reduced waiting time of one and a half minutes. The number of traffic accidents also showed a downward trend, with ten accidents recorded in the six months before the measures and four in the six months after, indicating that adding traffic lights did not negatively impact road safety. The Department would continue to closely monitor the traffic conditions at the roundabout.

32. The Chairman suggested that department representatives could submit written responses in advance, or prepare slides for presentation during the meeting when they had a large amount of response, allowing Members to better understand the content and save time.

33. Members expressed opinions and enquiries regarding the responses from the TD, summarised as follows:

- (i) Members requested the TD to provide the plans and photos of the site where the line marking works were carried out on Wong Chu Road eastbound near the entrance of Tuen Mun Road, allowing Members to note the specific location and length of the line marking;
- (ii) Members enquired whether the TD would implement a new speed limit on Wong Chu Road westbound to address traffic congestion and frequent occurrence of accidents; and
- (iii) Members requested the Department to clarify whether the number of traffic accidents at the entrance to Tuen Mun Road from Wong Chu Road eastbound after the pandemic was included in the traffic accident statistics for Tuen Mun Road.

34. Mr Alex PONG of the TD stated that the Department would provide the plans for Members' reference, and the speed limit reduction from 70 km/h to 50 km/h on Wong Chu Road eastbound was a temporary traffic management measure for the Southern Extension project by MTR Corporation Limited (MTR). Regarding Wong Chu Road

traffic accident data, the Department was still consolidating the data for 2024, which would be provided at the next TTC meeting.

[Post-meeting note: The TD's supplementary information regarding the improvement works on Wong Chu Road eastbound and the site map of the widening works at the intersection of Ming Kum Road and Lung Mun Road were set out in Annex 2.]

35. The Chairman concluded that the TTC would compile the above opinions and submit a report to the TMDC in due course for consideration of further follow-up actions.

(B) Improvement Works on Fuk Hang Tsuen Road and the nearby Pedestrian Crossing

(TTC Paper No. 11/2024)

36. The Chairman stated that the captioned item was discussed in the 2nd meeting of the TTC held on 11 April 2024, and it was resolved to first arrange an on-site inspection of Fuk Hang Tsuen Road, allowing Members and department representatives to discuss on-site how to optimise the pedestrian crossing before continuing the discussion at TTC meeting. The inspection was completed on 14 May 2024, and she asked the TD's representatives to first respond to the discussion that day, followed by enquires from Members.

37. Mr CHAN Li-san of the TD stated that the HyD was currently carrying out widening works and implementing temporary traffic arrangements on Fuk Hang Tsuen Road. In response to Members' opinions, the HyD had arranged for the contractor to add traffic signs and notice boards at the pedestrian crossing to remind drivers to slow down and be aware of the pedestrian crossing ahead, as well as to remind pedestrians to be aware of vehicles. In addition, railings and bollards would be added to the pavement outside the vehicle entrance and exit of The Sherwood to ensure pedestrian safety.

38. Members expressed opinions and enquiries, summarised as follows:

- (i) Members stated that the location of the pedestrian crossing was very dangerous and enquired if the TD could install traffic lights earlier;
- (ii) Members pointed out that the pedestrian crossing was on a slanting ground, and the nearby ground was uneven, forming multiple puddles after rain, affecting the safety of pedestrians, especially wheelchair users. They hoped that the departments would also address this issue after the completion of the works; and
- (iii) Members noted that the construction works at Lam Tei Quarry would increase vehicle flow in relevant road sections, and hoped that relevant departments would implement improvement measures in advance to avoid affecting residents' safety.

39. Mr CHAN Li-san of the TD stated that currently, the traffic flow on Castle Peak Road northbound and southbound was relatively high. Installing temporary traffic lights during the Fuk Hang Tsuen Road widening works might further cause traffic congestion on Castle Peak Road. Regarding Members' concerns about the pedestrian crossing, the Department would discuss and implement other appropriate measures with the HyD, such as adding signs and notifying residents in advance about changes to temporary traffic arrangements. Regarding the uneven road surface and puddle issues, he said these issues would be forwarded to the Works Division of the HyD for follow-up. In addition, the TD would discuss arrangements for vehicles entering and exiting the quarry via public roads with the Civil Engineering and Development Department (CEDD) and explore relevant improvement measures.

40. Members raised a second round of opinions and enquiries, summarised as follows:

- (i) Members pointed out that the works on Fuk Hang Tsuen Road obstructed pedestrians' view, easily leading to traffic accidents, and expressed disappointment with the TD's decision not to install temporary traffic lights;
- (ii) Members hoped that the TD would prioritise completing the works at the pedestrian crossing to allow citizens to cross the road safely;
- (iii) Members stated that after all, traffic lights would be installed after the widening works were completed, and suggested that the TD consider installing traffic lights earlier and extending the green light time for vehicles to balance traffic flow and pedestrian safety;
- (iv) Members suggested that the TD consider adding a speed enforcement camera in the direction from Hung Shui Kiu to Tuen Mun to prevent drivers from accelerating while turning, thus reducing accident risks;
- (v) Members noted that during the widening works, workers frequently moved water-filled barriers, and requested that the Works Division pay attention to the placement of these barriers to avoid affecting vehicle entry and exit; and
- (vi) Members pointed out that there was a curb at the intersection of Fuk Hang Tsuen Road and Lam Tei Main Street, and suggested that the Department consider leveling it to facilitate resident access.

41. Mr CHAN Li-san of the TD noted Members' concerns about traffic safety at the intersection and stated that they would communicate closely with the HyD to complete the works as soon as possible. Regarding the suggestion to extend the green light time for vehicles, the TD's Traffic Control Division had adjusted traffic light timings in nearby road sections. However, the traffic flow at the Fuk Hang Tsuen Road intersection was

already close to saturation, leaving no room to further extend the green light time for vehicles at present. Furthermore, Members' suggestions about adding a speed enforcement camera would be relayed to relevant divisions, and the issues of the position of water-filled barriers and uneven road surfaces on Fuk Hang Tsuen Road would be reflected to the HyD.

42. The Chairman hoped that the TD would actively consider Members' opinions, prioritising citizens' safety as the primary consideration.

(C) Widening of the Traffic Light Junction of Ng Lau Road and Castle Peak Road (near the Caltex Service Station) in Lam Tei
(TTC Paper No. 12/2024)

43. The Chairman stated that the captioned item was discussed in the 2nd meeting of the TTC held on 11 April 2024, and it was resolved to first arrange an on-site inspection of Ng Lau Road in Lam Tei, allowing Members and department representatives to discuss on-site how to alleviate traffic congestion in that road section before continuing the discussion at TTC meeting. The inspection was completed on 14 May 2024, and she asked the TD's representatives to first respond to the discussion that day, followed by enquiries from Members.

44. Mr CHAN Li-san of the TD stated that the current traffic light settings at the junction of Ng Lau Road and Castle Peak Road - Lam Tei only allowed one-way traffic on Ng Lau Road. During the inspection, the operation of the junction appeared generally normal. Widening the Ng Lau Road junction to allow two-way traffic would require relocating the existing pedestrian crossing, modifying public utilities beside the Light Rail tracks, large pipelines, as well as the bridge structure supporting the tracks, pedestrian walkways, and bicycle paths over the nullah. Considering the need to maintain Light Rail operation and the complexity of the works, the Department could not consider the proposed suggestion at this stage. In addition, to facilitate the Hung Shui Kiu / Ha Tsuen New Development Area project, the CEDD planned to construct roads and other infrastructure in the Tuen Mun Lam Tei area, including reconstructing the junction of Ng Lau Road and Castle Peak Road - Lam Tei and related connecting roads, as well as adding a new left-turn lane on Castle Peak Road - Lam Tei northbound near Ng Lau Road for turning onto the proposed dual two-way P1 Road in the new development area. Since Ng Lau Road and the proposed P1 Road were quite close, vehicles would be able to turn left from Castle Peak Road - Lam Tei onto either Ng Lau Road or the proposed P1 Road once the works were completed. The Department would continue to monitor the traffic conditions near Ng Lau Road and the widened Fuk Hang Tsuen Road, and consider further measures if necessary.

45. A Member expressed concern that upon completion of the Hung Shui Kiu / Ha Tsuen New Development Area project, traffic congestion on Castle Peak Road and Ng

Lau Road would worsen. It was suggested that the TD consider changing the design of Ng Lau Road to have a one-way entry, with vehicles exiting via another main road to divert traffic.

46. A Member asked the Chairman whether it would be possible to establish a working group to specifically discuss certain traffic issues to avoid the TTC repeatedly discussing the same topic.

47. The Chairman stated that in the past, the TTC had working groups for dealing with intra-district and cross-district issues respectively, but such working groups were discontinued later due to low participation.

48. Mr Eron CHAN, Assistant District Officer (Tuen Mun) 2, noted Members' desire and enquires regarding the establishment of a working group.

[Post-meeting note: According to Order 87 of the Tuen Mun District Council Standing Orders, the chairman of a working group should be appointed by the District Council Chairman. In this regard, the TMDC Chairman had explained to Members the principles for establishing a working group.]

49. Mr CHAN Li-san of the TD stated that the Hung Shui Kiu / Ha Tsuen New Development Area project recently received funding approval from the Finance Committee of Legislative Council to proceed with the works. The suggestion to change Ng Lau Road to a one-way road would conflict with the gazetted plans. Furthermore, the future emergency access for the Tuen Ma Line would be located nearby. After discussing with the CEDD, it was determined that changing Ng Lau Road to a one-way road was not feasible. The Department would monitor the operation of nearby traffic light junctions during the construction period and implement improvement works as needed.

V. Discussion Items

(A) Transport Department Annual Traffic and Transport Work Plan 2024-2025
(TTC Paper No. 15/2024)

50. Ms Hendrix TSANG of the TD briefly introduced the captioned work plan.

51. Members expressed opinions and enquiries, summarised as follows:

- (i) Members stated that Lung Fu Road, as a main road connecting to the airport, had an unreasonable speed limit of 50 km/h. It was suggested that the TD make reference to the Mainland practices for implementing different speed limits for private cars and goods vehicles on Lung Fu Road and Wong Chu Road;
- (ii) Members pointed out that road works in the district often occupied roads for long

periods without workers present. It was suggested that the TD should not provide contractors with excessively long works period to reduce the impact on local traffic;

- (iii) Members noted that during morning peak hours, many goods vehicles improperly merge onto Tuen Mun Road via the bus stop at Waldorf Garden, affecting residents commuting to Kowloon. They hoped that the TD would explore measures to improve the situation;
- (iv) Members asked about the TD's procedures for adding parking spaces and the results of related works; and
- (v) Members asked which routes the ten Light Rail vehicles purchased by MTR to expand its fleet would be assigned to, and requested MTR to provide supplementary information after the meeting on the specific locations of the 13 smart bollards.

52. Mr Alex PONG of the TD noted Members' opinions on the speed limit of Wong Chu Road. The Department would examine the suggestion of implementing different speed limits for private cars and large vehicles and respond to Members later.

53. Mr CHAN Li-san of the TD stated that the Department would suggest adding parking spaces at suitable roadside locations, consult with relevant government departments, and conduct public consultation through the TMDO. If no objections were received, the TD would commission the HyD to further develop the related works. The Department would report on future works and update the progress in the TD's report to Members.

54. Mr WONG Tik-wai of the TD stated that regarding the issue of goods vehicles improperly merging onto Tuen Mun Road via the bus stop at Waldorf Garden, the Department would visit the site to understand the situation and then review improvement measures, if necessary.

55. A Member asked the TD whether the current Road Traffic Ordinance allowed for different speed limits for different vehicles on the same road, and when the Department would review the speed limit on Lung Fu Road.

56. Ms Jennifer HO of MTR stated that the ten Light Rail vehicles purchased by MTR would gradually be put into service from 2020 to 2023, and no vehicles would be arranged on individual routes but would be deployed on different routes as needed, such as the arrangements for special trips of Routes 506P and 507P introduced for the past two years. In addition, MTR would progressively install smart pedestrian bollards that would emit

sound and flashing light when trains were entering or leaving platforms. MTR currently had 13 smart bollards, with two installed at Siu Hong Stop platform last November and recently at Tai Hing (North) Stop platform. She assured Members that they would be informed of any updates.

57. A Member stated that the straight section of Lung Fu Road originally had a speed limit of 70 km/h. After a serious traffic accident at the upslope section near Lung Yat Estate in 2019, the speed limit on the entire road was changed to 50 km/h. He believed that the risk of traffic accidents in the straight section was lower and suggested that the TD reconsider relaxing the speed limit.

58. Mr Alex PONG of the TD stated that there were currently no precedents in Hong Kong for implementing different speed limits for different vehicles. The Department noted Members' opinions and would respond in the next meeting. Furthermore, the TD had a mechanism to regularly review existing road speed limits.

59. The Chairman stated that as this item would not be discussed further, the TD was requested to provide supplementary information after the meeting.

[Post-meeting note: The TD representatives informed the Secretariat after the meeting that Section 40 of the Road Traffic Ordinance did not cover setting different speed limits for different vehicle types on an individual road. Therefore, the TD could not consider implementing different speed limits for private cars and large vehicles on Lung Fu Road. However, the TD would continue to monitor the usage of this road section and review the speed limit in due course.]

(B) Proposal for Introducing Diagonal Crossings into Tuen Mun
(TTC Paper No. 16/2024)

60. The first proposer of the paper further stated that since 31 January 2024, i.e. four and a half months ago, a diagonal crossing was opened at the intersection of Sha Kok Street and Yat Tai Street in the Sha Tin District. The intersection of Carnarvon Road and Granville Road in Tsim Sha Tsui would also become a pilot site in June. He asked the TD about the overall operation of the crossings, hoping that the Department would quickly review the effectiveness and introduce diagonal crossings into different districts. In addition, the paper mentioned three very busy junctions in the Tuen Mun District, and he hoped the Government would prioritise implementing diagonal crossings at these three locations.

61. Members expressed opinions and enquiries, summarised as follows:

- (i) Members stated that there were online reports indicating the TD was studying the possibility of implementing diagonal crossings at Fanling Town Centre and Tin Ping Estate in Sheung Shui, and hoped that the TD would prioritise introducing

diagonal crossings into the Tuen Mun District;

- (ii) Members noted that pedestrians often diagonally crossed Castle Peak Road - San Hui in the vicinity of Brilliant Garden, and hoped that the TD would consider setting up a diagonal crossing there;
- (iii) Members stated that under prevailing Hong Kong laws, the Police would issue fixed penalty notices to pedestrians diagonally crossing intersections, and hoped that the TD would quickly consider prioritising the introduction of diagonal crossings at high-traffic junctions across the territory, allowing pedestrian to cross roads legally;
- (iv) Members suggested that the TD could first try diagonal crossings at the three locations proposed in the paper, then further introduce the measures into other locations in the district; and
- (v) Members suggested that the TD consider introducing diagonal crossings at Tsing Tin Road and Ho Pong Street.

62. Mr WONG Tik-wai of the TD stated that apart from the trial at the intersection of Sha Kok Street and Yat Tai Street in the Sha Tin District, the Department was currently preparing for the intersection of Carnarvon Road and Granville Road in Tsim Sha Tsui as the second pilot site. Afterwards, the Department would review the effectiveness of the two pilot sites before considering further implementation in other districts. Regarding the locations suggested by Members, the Department would examine the characteristics of individual junctions, including the need for pedestrians to cross diagonally, traffic and pedestrian flow, crossing distance and time required, and other factors to assess the suitability of providing diagonal crossings, while also considering design plans for feasible locations.

63. A Member enquired about the observation period for the trial operation and the timeline for implementation of diagonal crossing in other districts.

64. Mr WONG Tik-wai of the TD stated that the trial in Tsim Sha Tsui would begin around June or July, and the Department would continuously examine the operation for six to nine months. After the observation period, the Department would consider whether to implement it in other districts.

65. Members raised a second round of opinions and enquiries, summarised as follows:

- (i) Members stated that Tuen Mun was the first to submit a paper proposing diagonal crossings in the district, and hoped that the TD could prioritise research or pilot implementation in Tuen Mun;

- (ii) Members enquired whether the TD could shorten the six to nine-month observation period for the pilot sites; and
- (iii) Members suggested that the TD conduct a mid-term review of the trial in the Sha Tin District.

66. Mr WONG Tik-wai of the TD stated that the observation time would depend on the operation of the intersections. He would ask his colleagues in other districts about the possibility of shortening the observation period, but adding more pilot sites might affect the timeline for further implementation in other districts. Currently, the Department did not have a priority order for implementation in different districts.

67. A Member enquired whether the TD already had a list of locations and timeline for introducing diagonal crossings, and hoped that the Department would include or prioritise the locations suggested by Members.

68. Mr WONG Tik-wai of the TD noted the locations suggested by Members for diagonal crossings.

69. The Chairman stated that the TD should consider the opinions raised by Members and assist Tuen Mun residents in requesting introduction of diagonal crossings.

(C) Proposal for Installing Passenger Information Displays at All Platforms of Light Rail Stops

(TTC Paper No. 17/2024)

(Written Response from MTR)

70. The first proposer of the paper further stated that currently passenger information displays were only installed at some Light Rail stops and single-side platforms, such as Tuen Mun Town Centre Stop. As some grassroots did not know how to use smartphones or QR codes, she hoped MTR could install displays on all platforms to allow passenger to check Light Rail schedule. In addition, she enquired about the specific locations where MTR would install displays in 2024.

71. Members expressed opinions and enquiries, summarised as follows:

- (i) Members stated that in the past, displays were suspended over the Light Rail platforms, allowing passengers to check train arrival times from a distance. However, current displays were installed in the middle of platforms, such as the one at On Ting Stop. During morning peak hours with heavy passenger flow, passengers would find it difficult to see the information. Therefore, Members asked why MTR cancelled suspended displays and suggested MTR consider installing displays in more prominent locations;

- (ii) Members suggested MTR consider adding information about Light Rail emergencies and transfer options on the displays, allowing passengers to be informed early and decide whether to switch to other public transport; and
- (iii) Members suggested MTR make reference to overseas practices by adding audio-enabled passenger information devices to help passengers avoid overcrowded trains during peak hours and to benefit visually impaired individuals.

72. Ms Elim CHEUNG of MTR stated that MTR planned to install at least one display on all Light Rail platforms by the end of this year. After completion, MTR would examine other improvement suggestions, such as adding double-sided displays or adjusting display positions at stops with more space at both ends of platforms or higher passenger flow. The new displays currently adopted by MTR were larger in size with more space for other information. MTR noted Members' suggestions to add Light Rail emergency messages and transfer options on the displays, and would examine the possibility of including weather and traffic alerts. Besides displays, passengers could currently also get Light Rail arrival information from announcements at Light Rail stops.

73. Members raised a second round of opinions and enquiries, summarised as follows:

- (i) Members asked if MTR would install one display on each Light Rail platform;
- (ii) Members suggested that Siu Hong Light Rail Stop should install suspended displays to prevent passengers from missing arriving trains when their view was obstructed by simultaneously stopped single-set Light Rail vehicles of Routes 614P and 505;
- (iii) Members suggested MTR install a larger display at a higher position near each Light Rail stop entrance and exit; and
- (iv) Members stated that when multiple Light Rail vehicles arrived simultaneously, the elderly or others might not hear announcements at Light Rail stops clearly.

74. Ms Elim CHEUNG of MTR stated that at least one display would be installed on each Light Rail platform. As the suspended display model was outdated, currently it was difficult to procure spare parts for maintenance. Therefore, MTR had fully switched to new LED displays. Due to the larger size of the new displays and limited overhead space on Light Rail platforms, there were challenges in hanging displays at a higher position. MTR noted Members' opinions and would further study how to optimise the entire plan, including the number and installation locations of displays.

75. The Chairman stated that MTR should consider the opinions raised by Members.

(D) Proposal for Optimising the Service on MTR Bus Route No. K53**(TTC Paper No. 18/2024)****(Written Response from the Transport Department)****(Written Response from MTR)**

76. Mr Eric SIN of the TD stated that they had relayed Members' suggestion to MTR to advance the first bus departure time of Route K53. Regarding the proposal to enhance services between Yip Wong Estate and MTR Tuen Mun Station during peak hours, as mentioned in the paper put forward at the last meeting, MTR would extend Route K53 to Yip Wong Estate and deploy additional double-decker buses on Route K53. The Department would review the effectiveness and travel arrangements for Yip Wong Estate residents after the service adjustment. As for the operation of Routes K51, K51A, and K53, the Department would request MTR to arrange the schedules of these three routes as appropriately as possible to provide better service to passengers.

77. Ms Jennifer HO of MTR stated that MTR would actively coordinate with the intake schedule of Yip Wong Estate to arrange nearby transportation support. MTR would distribute promotional leaflets in the estate to inform residents of MTR bus and Light Rail services, and introduce MTR facilities at the same time, including precautions for using escalators and elevators. In addition, MTR would deploy an extra double-decker bus to serve between Yip Wong Estate and Tuen Mun Station.

78. Members expressed different opinions and enquiries regarding the responses from the TD and MTR representatives, summarised as follows:

- (i) Members hoped MTR would consider optimising services for Routes K51 and K51A, and increase the frequency of Route K53 to avoid affecting existing passengers after the routeing was extended to Yip Wong Estate;
- (ii) Members pointed out that residents of Yip Wong Estate Phase 1 would receive their keys next week, and requested the TD to coordinate with MTR and bus companies to adjust and launch relevant routes as soon as possible, including Routes K53 and 57M;
- (iii) Members hoped MTR would deploy additional staff at West Rail Stations to promote transport services within the district to citizens both within and outside Tuen Mun;
- (iv) Members enquired whether the TD had smoothed the traffic flow around the roundabout near the industrial area adjacent to Yip Wong Estate to prevent severe traffic congestion when residents picked up their keys next week;
- (v) Members noted that some vehicles ("dead vehicles", i.e. stopped vehicles) were

parked at the roundabout near Nan Fung Industrial City, Yip Wong Road, and Tin Hau Road for prolonged periods, and hoped the Police would further remind nearby road users not to do so during the intake period of Yip Wong Estate; and

- (vi) Members stated that the boarding and alighting position at SKH St. Peter's Church stop on Tsing Wun Road was relatively dangerous, and suggested the TD set up additional gas stations in the district to divert vehicles turning from Tsing Wun Road to the liquefied petroleum gas filling station on Yip Wong Road.

79. Mr Eric SIN of the TD stated that in response to the intake schedule of Yip Wong Estate, the Department had discussed with bus companies and MTR about arranging different routes to pass through Yip Wong Estate, including arranging one trip each of KMB Route 57M, Route 961S, and Citybus Route 962P to Yip Wong Estate starting from 23 and 24 June 2024. As for MTR bus Route K53, the Department and MTR planned to extend the routeing to Yip Wong Estate from early July. Bus stops would also be set up on Tin Hau Road near Yip Wong Estate, and bus companies would add more stops according to passenger demand. In addition to these routes, residents of Yip Wong Estate could also walk about five to six minutes to nearby stops, including Lung Mun Oasis Bus Terminus, bus stop at Lung Yat Estate, SKH St. Peter's Church stop on Tsing Wun Road, and Light Rail Tsing Shan Tsuen Stop.

80. Ms Jennifer HO of MTR stated that MTR promised to maintain service quality after extending Route K53 to Yip Wong Estate. In the future, MTR would communicate in-depth with the TD, review and optimise bus routes, including Routes K53, K51, K51A, and K58 based on demand changes, and report to the TTC. MTR would actively cooperate with the TD's arrangements to provide services to and from Yip Wong Estate in early July. Drawing on past experience of launching services in other new housing estates, bus companies would initially provide services from 8:00 a.m. to 7:00 p.m., and would gradually enhance such services to a normal level. Regarding Members' suggestion to deploy additional staff at West Rail Stations to promote transport services, as mentioned above, MTR had prepared to distribute promotional leaflets and introduce MTR services and travel safety information to residents at Yip Wong Estate. As for the safety risk of boarding and alighting position at SKH St. Peter's Church stop mentioned by Members, MTR would further discuss with the TD whether an adjustment would be made.

81. A Member enquired about the tendering situation and launch schedule for Yip Wong Estate green minibus route, and expressed concern that extending Route K53 to Yip Wong Estate might affect residents travelling to and from Tuen Mun East. It was suggested the Department consider adding other routes to divert passengers from Route K53.

82. Mr Eric SIN of the TD stated that the Department currently had no further

information about the green minibus route for Yip Wong Estate. Residents of Yip Wong Estate could take Route K53 to and from Tuen Mun Station and Route 57M to and from Tuen Mun Town Centre. MTR would maintain the service frequency on Route K53 as stable as the original, which was believed that there would be no impact on existing passengers of Route K53 while benefiting Yip Wong Estate residents.

83. The Chairman requested the TD to actively consider the opinions raised by Members.

(E) Suggestions to Further Foster Motorists' Awareness of Safe Driving on Tuen Mun Road

(TTC Paper No. 19/2024)

(Written Response from the Transport Department)

(Written Response from the Hong Kong Police Force)

84. The proposer of the paper and Members expressed opinions and enquiries, summarised as follows:

- (i) Members suggested that the Police broadcast deterrent footage on television, and recommended that the TD display monthly traffic accident statistics on signage to raise drivers' awareness of driving safety;
- (ii) Members pointed out that heavy vehicles often occupied the fast lane on Tuen Mun Road, believing that strengthening enforcement would help deter offending drivers, and enquired about improvement measures from the Police and the TD;
- (iii) Members suggested that the TD consider extending the solid line in the road section on Wong Chu Road turning towards Yuen Long to reduce the risk of traffic accidents caused by drivers' "cutting in" behaviour; and
- (iv) Members suggested that the TD should make good use of tunnel broadcasting technology to broadcast relevant prosecution or casualty figures on the radio when vehicles passed through traffic accident black spots, reminding drivers to drive carefully.

85. Mr Louis HON of the TD stated that he would reflect Members' opinions to the relevant teams in the TD, reviewing suggestions such as displaying traffic accident statistics on screens or broadcasting related messages through tunnel broadcast. Regarding heavy vehicles occupying the fast lane, according to the Road Users' Code, medium or heavy vehicles were prohibited from using the right most lane of an expressway unless they were heading for a right side exit. The Department would discuss strengthening enforcement with the Police. Regarding the suggestion of broadcasting prosecution or casualty figures through tunnel broadcast at traffic black spots, the Department would consider to do so on different roads when the technology

matured or when other technologies became available.

86. Mr LEUNG Ki-ching of the Hong Kong Police Force (HKPF) stated that displaying images and numbers at traffic accident black spots might distract drivers, and deterrent traffic accident photos or footage broadcast on television would be censored. Currently, the public could already learn about the preliminary causes and casualties of serious traffic accidents from news releases. However, the Police agreed to create simple slogans or display traffic accident numbers at the entrances and exits of Tuen Mun Road, provided that it would not distract drivers. Regarding heavy vehicles occupying the fast lane, in addition to routine patrol enforcement, the Police currently used unmarked vehicles and video enforcement, as well as conducted traffic safety seminars for the transport industry to improve the situation. Regarding Members' suggestions to extend the solid line on the fast lane on Wong Chu Road turning towards Yuen Long, the Police were examining the length of the solid line with the TD. As for radio broadcasting, it involved technical issues, and the Police were unsure if relevant departments could provide support.

87. Members raised a second round of opinions and enquiries, summarised as follows:
- (i) Members stated that the TD did not provide specific locations of traffic accident black spots after the last meeting, and suggested that the Department make reference to the measures implemented on the Mainland's highways to alleviate traffic congestion on Tuen Mun Road;
 - (ii) Members stated that the Police's unmarked vehicles had been recognised by drivers, and suggested that the Police and the TD consider introducing innovative technologies, such as using artificial intelligence with high-definition camera systems, to address speeding and road occupation issues;
 - (iii) Members suggested that the Police make reference to TV advertisements in the past, adding crash sound effects to enhance deterrence or displaying prosecution figures to raise drivers' safety awareness;
 - (iv) Members suggested that the Police arrange manpower for enforcement on Tuen Mun Road and change the locations of speed enforcement cameras. Also, they requested the Department to follow up on the maintenance of bumpy road and dilapidated signs in the section near Sham Tseng on Tuen Mun Road; and
 - (v) Members suggested that the TD refer to the Mainland's measures of deploying average speed camera system.

88. Mr Alex PONG of the TD stated that the Department planned to change the middle and fast lane dividing line, approximately 50 metres, near the entrance of Tuen Mun Road

from Wong Chu Road eastbound to a solid-cum-broken line, to discourage vehicles cutting from the fast lane to the slow lane, streamlining traffic near the entrance of Tuen Mun Road. The related works were expected to be completed in the middle of this year.

89. Mr Louis HON of the TD stated that the TD was currently conducting testing of an automatic traffic enforcement system¹ in Kwun Tong, as well as average speed camera system² in Tai Kok Tsui. The Department noted Members' opinions, including using technology to strengthen enforcement, reviewing the locations of speed enforcement cameras, and following up on the application of the average speed camera system.

[Post-meeting notes:

1. The TD said that, in collaboration with the Police, the TD was conducting testing of an automatic traffic enforcement system at two road sections in Queen's Road Central in Central and Hoi Yuen Road in Kwun Tong. The system aimed at identifying and recording common roadside traffic offences such as illegal stopping at road sections with no-stopping restriction. The TD was reviewing the effectiveness of the system and discussing with the Police on the way forward for automatic traffic enforcement.
2. Regarding the trial scheme of the average speed camera system, the TD had previously installed and completed testing of the system on Tsuen Wan Road westbound and West Kowloon Corridor westbound, and had prepared relevant signs in the vicinity of the system's detection range to remind drivers. On the other hand, the TD was continuing to discuss the details of applying the average speed camera system on the above road sections with the Police. The Government had no plans to carry out trial on other road sections at this time.]

90. Mr LEUNG Ki-ching of the HKPF stated that the Police placed cardboard police officers at the roadside many years ago but cancelled the practice after complaints from the public. Currently, the Police arranged officers equipped with mobile speed enforcement devices to stand guard on Tuen Mun Road every day. Also, the Police were promoting road safety awareness through various media, such as the Police's website and television programmes.

91. The Chairman concluded by requesting the TD to consider prioritising the establishment of pilot points in the Tuen Mun District and asking the Police to strengthen enforcement.

VI. Any Other Business

92. A Member asked about the progress of the TD's traffic data survey on Tuen Mun Road during the effective period of the bus lane, which was discussed in the previous meeting.

93. Mr Louis HON of the TD stated that the Department was currently collecting traffic data for Tuen Mun Road and Castle Peak Road, which was expected to be completed by the end of June. Afterwards, it would take one to two months to comprehensively review the effectiveness of the bus lane. The TTC would be notified once the study was concluded.

94. The Chairman requested that the TD report the relevant result to Members at the next TTC meeting.

95. There being no other business, the Chairman announced the meeting closed at 5:38 p.m. The next meeting would be held on 15 August 2024 (Thursday) at 2:30 p.m.

Tuen Mun District Council Secretariat

Date: August 2024

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