

Minutes of the 4th Meeting of
the Traffic and Transport Committee (2024-2027) of
the Tuen Mun District Council

Date : 15 August 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 TSANG 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
Mr KWONG Man-tik	TMDC Member
Mr CHUNG Kin-fung	TMDC Member
Mr CHONG Ho-Fung	Co-opted Member
Mr LAU San-chak, Owen	Co-opted Member
Miss TSOI Tsang Yi, Jan (Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department

Absent

Mr MA Cho-fai	Co-opted Member
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By Invitation	
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 Douglas MAK	Head of Operations (Tuen Mun Depots), 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
Ms CHUNG Pui-yi, Penny	Corporate Communications Manager, Citybus Limited/ New World First Bus Services Limited
Ms KWOK Chi-ching, Miko	Senior Corporate Communications Officer, Citybus Limited / New World First Bus Services Limited
Mr LAU Tsz-yeung, Steve	Senior Engineer/ Shatin to Central Link (7), Highways Department
Mr Jimmy POON	Chief Construction Manager –Tuen Mun South Extension 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
Ms LO Wen-shin, Celia	Senior Engineer 5/ Works Division, Highways Department
Ms WANG Ze-yu	Engineer 5-2/ Works Division, Highways Department
Mr William SO	Project Manager, Mannings (Asia) Consultants Limited
Mr Sam TANG	Deputy Project Manager, Mannings (Asia) Consultants Limited
Mr Jimmy NG	Project Engineer, Mannings (Asia) Consultants Limited
Mr CHOCK Chi-tung	Senior Engineer 6/ Universal Accessibility, Highways Department
Mr James TSANG	Senior Resident Engineer, Mannings (Asia) Consultants Limited
Mr Alex LUI	Resident Engineer, Mannings (Asia) Consultants Limited
Ms HO Kwan-tai, Jennifer	External Affairs Manager, MTR Corporation Limited
In Attendance	
Mr CHAN Yik-lung, Eron	Assistant District Officer (Tuen Mun) 2, Home Affairs Department, Tuen Mun District Office
Mr SHUM Kai-shing	Engineer/ 15 (West), Civil Engineering and Development Department
Ms TANG Wai-ting, Wendy	District Engineer/ General (3), 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

Ms TSANG Yuk-king, Hendrix

Mr HON Ho-ting, Louis

Mr PONG Chung-yin, Alex

Mr CHAN Li-san

Mr WONG Tik-wai

Senior Transport Officer/ Tuen Mun 1, Transport Department

Senior Transport Officer/ Tuen Mun 2, Transport Department

Engineer/ Special Duties 2, Transport Department

Engineer/ Tuen Mun West, Transport Department

Engineer/ Tuen Mun North, Transport Department

Engineer/ Tuen Mun Central, Transport Department

I. Opening Remarks

The Chairman welcomed all present to the 4th meeting of the Traffic and Transport Committee (2024-2027) (TTC).

2. The Chairman stated that the Chairman of the TMDC, in accordance with Section 71(2) of the District Councils Ordinance (Cap. 547), appointed Mr CHONG Ho-Fung, Mr MA Cho-fai and Mr Owen LAU as co-opted members of the TTC, with their term of office lasting until 31 December 2025. On behalf of the TTC, she welcomed their appointment.

3. 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

4. The Secretary reported that the Secretariat received an application for absence from Mr MA Cho-fai, who was unable to attend this meeting due to overseas work commitments and thus sought the TTC's approval for his absence. According to Order 64(1) of the Tuen Mun District Council Standing Orders, the reason for Mr MA Cho-fai's absence from the meeting was not considered reasonable. Therefore, the TTC did not give consent to his application for absence.

III. Confirmation of Minutes of the Last Meeting

5. As Members proposed no amendments to the minutes of the last meeting, the Chairman announced that the minutes of the 3rd meeting of the TTC were confirmed.

IV. Matter Arising

(A) Conducting Studies and Collecting Views on Transport Infrastructure in Tuen Mun District

(TTC Paper No. 8/2024)

(Written Response from The Kowloon Motor Bus Co. (1933) Ltd)

6. The Chairman stated that the captioned item was discussed in the 3rd meeting of the TTC held on 13 June 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 first invited representatives from the Transport Department (TD) and bus companies to respond.

8. Mr Eric SIN of the TD stated that the Department had been continuously reviewing and following up on the matters about passenger facilities with bus companies. In addition to real-time bus arrival information display panels mentioned in the last TTC meeting, bus companies had also optimised the queue lines at the TMRBBI to improve passenger waiting arrangements. Furthermore, bus companies had conducted additional maintenance, upkeep, and cleaning of fans at the TMRBBI to enhance their operation. Also, applications for installing additional queue railings and seating were formally submitted to the Department. In respect of these applications, the Department was currently consulting relevant departments on the details and seeking opinions from local community members through the Tuen Mun District Office (TMDO). The Department would continue to work closely with bus companies to monitor the operation of the TMRBBI and existing facilities, aiming to provide passengers with a comfortable waiting environment.

9. Mr Leo CHAU of The Kowloon Motor Bus Co. (1933) Ltd/ Long Win Bus Company Limited (KMB) stated that KMB had applied to install additional seating and railings at the TMRBBI, and had already optimised the queuing lines. As the TMRBBI was government property, KMB suggested that relevant government departments consider adopting the practice of adding facilities at other bus termini by allocating resources for installing fans at the TMRBBI.

10. Ms Penny CHUNG of Citybus Limited (Citybus) stated that Citybus had been continuously committed to improving passenger waiting facilities. Currently, Citybus had already installed seating and leaning rails at the TMRBBI. As fans and ventilation equipment at public transport interchanges or bus termini were typically provided by government departments and relevant property managers, Citybus hoped that the Government would coordinate the provision of such facilities to offer passengers a more comfortable waiting environment.

11. Subsequently, the Chairman and Members provided comments and enquiries regarding the responses from the TD and bus company representatives, summarised as follows:

- (i) Members pointed out that bus companies had clearly stated they would not install fans at the TMRBBI. Members then asked whether the TD would take responsibility for installing fans;
- (ii) Members expressed understanding of bus companies' decision, as private entities,

of not to invest resources in installing fans given the current challenging business environment. As the TMRBBI was government property and installing fans would involve public interests, it would be unfair for any single bus company to bear the responsibility. It was suggested that the Government, as the property owner, should take the lead in coordinating manpower and integrating resources to install fans;

- (iii) It was noted that in the past, government departments had installed fans at public transport interchanges and various bus termini. For example, the Highways Department (HyD), in collaboration with the Electrical and Mechanical Services Department, had installed and maintained fans at the Tsuen Wan West Station Public Transport Interchange;
- (iv) Members asked about the source of resources for the TD's previous installation of fans at bus termini in Tuen Mun or other districts, and what roles the TD and HyD respectively played; and
- (v) Members mentioned that the Government had previously allocated over \$80 million to bus companies for installing real-time bus arrival information display panels. However, the Government's attitude towards "minor" projects, such as installation of fans, was now unclear. It was suggested that government departments should take the initiative to increase ventilation facilities.

12. Mr Eric SIN of the TD stated that they had noted Members' opinions on installing additional fans. The Department would continue to study the matter and encourage bus companies to consider upgrading passenger facilities at bus stops to provide a more comfortable waiting environment for passengers.

13. The Chairman stated that Members had made every effort to collect public views on this issue, conducted site inspections, and held multiple follow-up discussions. She requested that the TD representatives actively convey these opinions to their superiors.

14. Members raised a second round of comments and enquiries, summarised as follows:

- (i) Members pointed out that the fans currently provided by bus companies at the TMRBBI were installed on either side. It was suggested that government departments consider installing fans on the roof of the TMRBBI to benefit waiting passengers on both sides; and
- (ii) Members enquired about the specific follow-up actions taken by the Department in the two months since the last meeting.

15. Mr Eric SIN of the TD stated that the Department had been maintaining close communication with bus companies regarding the addition of passenger facilities. For instance, upon receiving applications from bus companies to install additional seating and railings, the Department promptly sought opinions from relevant departments and local community members, and studied the feasibility of installing fans. Bus companies had also extended existing queue lines and conducted additional cleaning, repair, and maintenance work on fans at the TMRBBI to optimise their operation, aiming to provide a cooler waiting environment for the public.

16. The Chairman requested bus companies and government departments to work together to resolve the issue. In this regard, the TTC would send a letter to the Transport and Logistics Bureau to reflect the opinions of the TMDC. Secretariat

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

17. Mr Alex PONG of the TD stated that plans for the improvement works on Wong Chu Road eastbound and the widening works at the junction of Ming Kum Road and Lung Mun Road had been sent to Members through the Secretariat on 9 August 2024. Regarding the traffic accident data for Lung Fu Road and Wong Chu Road, as of 30 June 2024, the provisional number of traffic accidents involving casualties was nine, reflecting that the implementation of the speed limit on Lung Fu Road and Wong Chu Road had helped to enhance road safety.

18. A Member enquired about the number of traffic accidents on the road section before the implementation of speed reduction measures.

19. Mr Alex PONG of the TD stated that there were a total of 39 traffic accidents involving casualties on the two roads in 2021. After implementing a unified speed limit, the number of traffic accidents involving casualties on these roads showed a downward trend, with 13 and 14 accidents recorded in 2022 and 2023, respectively. As of 30 June 2024, the provisional number of traffic accidents involving casualties stood at nine. The Department would continue to monitor the traffic conditions on these road sections and review the speed limit as appropriate.

20. A Member enquired about the data on the length of the vehicle queue or the vehicle capacity ratio at Lung Fu Road Roundabout during peak hours after the addition of traffic lights and the widening works.

21. Mr Alex PONG of the TD stated that according to observations made in November 2023, the vehicle queue waiting to enter the roundabout from Lung Fu Road southbound during morning peak hours had significantly shortened, from 700 metres to 275 metres, reducing the waiting time to enter the roundabout by one and a half minutes. The number of traffic accidents had also shown a downward trend, indicating that the addition

of traffic lights had not adversely affected road safety. The Department would continue to closely monitor the situation at the roundabout.

22. The Chairman concluded by stating that the TTC would collate the opinions just expressed by Members and submit a report to the TMDC for consideration of follow-up actions.

V. Discussion Items

(A) Tuen Mun South Extension Project (TTC Paper No. 20/2024)

23. The Chairman welcomed Mr Steve LAU, Senior Engineer of the HyD; Mr Jimmy POON, Chief Construction Manager – Tuen Mun South Extension 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.

24. Mr Fred KWOK of MTR introduced the latest progress of Tuen Mun South Extension project via PowerPoint slides (see Annex 1), which included updates on the reprovisioning of community facilities and temporary traffic management measures.

25. Ms Cathy CHAN of MTR introduced the community liaison work related to Tuen Mun South Extension project via PowerPoint slides (see Annex 1).

26. Members provided comments and enquiries, summarised as follows:

- (i) Members raised concerns about the water-filled barriers at the vehicle entrance and exit of Wu King Estate, which obstructed drivers' visibility and could pose safety risks. It was suggested that MTR add more signage to remind drivers to be cautious when exiting;
- (ii) Members suggested adding signage at the temporary crossing to be available soon in order to alert drivers about the presence of traffic lights there to prevent accidents;
- (iii) After the closure of the Siu Hei Bridge and Wu Yuet Bridge, it was noted that a large number of schoolchildren would likely use the temporary crossing during school hours. Given its proximity to a cycle track, it was suggested that the Department and MTR enhance signage to remind cyclists to be aware of children's safety and consider widening the pedestrian refuge and the crossing to accommodate more pedestrians;
- (iv) During busy morning hours, many parents dropped off their children around schools at Wu King Estate, resulting in heavy traffic. With the addition of a

temporary pedestrian crossing on Wu King Road, vehicles turning left from Wu Yuet Street onto Wu King Road would encounter traffic lights. There were concerns about potential traffic congestion, and Members suggested that bus companies remind their drivers to park properly when picking up or dropping off passengers at bus stops to maintain smooth traffic flow. Furthermore, Members suggested that MTR, the TD, and the Police collaborate on traffic route arrangements to encourage drivers to keep right and proceed straight. Members also suggested a site visit when the measures were implemented;

- (v) Appreciation was expressed for MTR's assistance for schools regarding their specific situations during the construction period. Members enquired whether MTR would allow CLP Power Hong Kong Limited (CLP Power) to lay underground cables in the site of Tuen Mun South Extension project to facilitate the upgrading works of the electricity supply system for Carmel Bunnan Tong Memorial Secondary School;
- (vi) Members thanked MTR for its efforts in disseminating information through community networks before the commencement of related works for Tuen Mun South Extension project. They hoped that MTR would continue to strengthen information dissemination in future projects;
- (vii) Members noted that the Sports Ground in Area 16 had yet to be constructed, and enquired whether the construction of the Sports Ground would affect the progress of Tuen Mun South Extension project; and
- (viii) Members raised concerns about potential rainstorms, typhoons, and high tides during the construction period. They hoped that MTR and relevant government departments to prepare in advance to ensure the safety of construction sites and works vehicles.

27. Mr Fred KWOK of MTR stated that MTR had been continuously monitoring and improving the temporary traffic management measures at the intersection of Wu King Road and Wu Yuet Street to avoid obstructing drivers' visibility. The newly installed temporary pedestrian crossing on Wu King Road was expected to be available next week, and MTR would arrange for ambassadors to assist pedestrians on-site. In addition, the project team would deploy personnel at the beginning of the school year to help students adapt to the new temporary pedestrian crossing. He continued that MTR would closely monitor traffic conditions at the site, ensuring that the designed traffic light duration balanced the time needed for vehicles and pedestrians to pass through. Also, MTR would coordinate with relevant government departments regarding traffic light arrangements based on actual needs. Regarding the temporary crossing near Wu Chui Road, after implementing a new phase of temporary traffic management measures at the

end of June 2024, MTR had implemented various improvements in view of the usage of that crossing, including extending the pedestrian green light duration and widening the pedestrian refuge by approximately 40% on 9 August 2024. MTR would continue to pay close attention to traffic conditions there and conduct regular reviews and follow-ups with relevant government departments. On another note, MTR had communicated with Carmel Bunnan Tong Memorial Secondary School regarding the school's potential need to occupy part of the construction site of Tuen Mun South Extension project for cable laying works. He added that the school or CLP Power was welcomed to coordinate with MTR regarding relevant arrangements.

28. Ms Cathy CHAN of MTR stated that MTR would continue to enhance communication in relation to project works. Currently, information about the construction had been disseminated to various housing estates, schools, and community organisations in the area. After the meeting, MTR would follow up with Members and update the information distribution list if necessary. The progress of the Sports Ground in Area 16 was not affecting the construction schedule of Tuen Mun South Extension project. MTR would maintain contact and coordinate with relevant government departments regarding construction arrangements.

29. Members raised a second round of comments and enquiries, summarised as follows:

- (i) Members expressed concerns about pedestrians having to detour around the construction site of Tuen Mun South Extension to reach Yip Wong Estate. They requested MTR to coordinate with relevant departments to address issues relating to pedestrian access to Yip Wong Estate;
- (ii) Members reported that residents of Lung Mun Oasis and Tuen Mun West had noticed a decrease in parking spaces since the commencement of construction works. They suggested that after reprovisioning the "Tuen Mun District Community Green Station" and Tuen Mun Swimming Pool, parking spaces at these two facilities be made available for residents' use; and
- (iii) Members raised concerns about the impact of construction on fishing boats in the Tuen Mun River channel. They hoped that MTR and relevant departments could assist in preventing fishing boats from berthing in affected areas to ensure safety.

30. Mr Fred KWOK of MTR stated that the current enclosed area at Yip Wong Estate was not part of the MTR's construction site. It was expected to be handed over to MTR for Tuen Mun South Extension project in October or November this year, and therefore he suggested that Members contact relevant government departments for follow-up. MTR noted Members' suggestions regarding parking spaces at reprovisioned facilities and would coordinate with relevant government departments. MTR had communicated with

stakeholders around the river construction area before the project commenced. Currently, vessels in the Tuen Mun River channel had been moved away from the construction area. Regarding vessel berthing outside the construction area, this was not under MTR's project management scope and needed to be handled by relevant government departments.

31. The Chairman requested that department representatives actively consider Members' opinions.

**(B) Provision of Walkway Cover Connecting to Castle Peak Hospital and Siu Lam Hospital
(TTC Paper No. 21/2024)**

32. The Chairman welcomed Ms Celia LO, Senior Engineer 5/ Works Division, and Ms WANG Ze-yu, Engineer 5-2/ Works Division, of the HyD; Mr William SO, Project Manager, Mr Sam TANG, Project Engineer, and Mr Jimmy NG, Project Engineer, of Mannings (Asia) Consultants Limited (Consultant) to the meeting.

33. Mr Sam TANG of the Consultant introduced the preliminary design proposal for adding a cover to the pedestrian walkway connecting Castle Peak Hospital and Siu Lam Hospital via PowerPoint slides (see Annex 2).

34. Members provided comments and enquiries, summarised as follows:

- (i) Members asked about the timeline for adding the cover;
- (ii) Members asked if the Consultant could extend the cover to the intersection and add seating near the Light Rail stop;
- (iii) Members pointed out that the current design of the cover used opaque materials, making the lighting system for the pedestrian walkway crucial, and asked whether the Consultant would use cables or solar panels to supply electricity;
- (iv) Members noted overgrown weeds near the pedestrian walkway and hoped government departments would coordinate to address this issue;
- (v) Members expressed support for the proposal and hoped the HyD could proactively propose building walkway covers in more locations with reference to the arrangements under the captioned works; and
- (vi) Members pointed out that there was an emergency crash gate at the walkway and asked if the Consultant had considered fire safety issue or temporary emergency access in their proposal.

35. Mr Sam TANG of the Consultant stated that after receiving support from Members, they would proceed with detailed design and tendering, with construction expected to begin no later than next year. The Consultant had discussed with the Hospital Authority and found that more visitors and patients used the entrance / exit at Serene House, Castle Peak Hospital, and the entrance / exit had an advantage of directly connecting to the covered walkway inside the hospital, ultimately reaching Siu Lam Hospital. In contrast, the main gate entrance / exit was narrower, making adding a cover there less cost-effective. Therefore, they would maintain the design for connecting to the exit at Serene House. The original intention of this project was to provide a comfortable walking environment for patients and visitors to the hospital, so adding seating was not currently being considered. As opaque materials would be used for the cover, the Consultant would discuss arrangements for laying cables with CLP Power. He added that the Consultant was also aware of the construction of the Light Public Housing nearby, and believed that it would be possible to power lighting for the cover through cables. The Consultant would communicate with the HyD and relevant departments to implement short-term measures to deal with the weeds. When the works for the cover began, weed removal and pest control work would also be done to ensure site cleanliness. He added that the suggestion to add covers in more locations with reference to the arrangements under this project should be relayed by the HyD and relevant departments. The Consultant had enquired with the Fire Services Department (FSD), nearby hospitals, and schools about the emergency crash gate. According to FSD records, the location under the proposal was not an emergency vehicle entrance / exit, and therefore the Consultant planned to add a cover there.

36. A Member suggested that the Consultant consider making more positions available on the cover for hanging promotional materials for information dissemination in the future.

37. Mr Sam TANG of the Consultant stated that adding hanging points to the cover was technically feasible from a structural design perspective, but they needed to discuss with relevant departments for future use and maintenance.

(C) The Third Phase of the “Universal Accessibility” Programme – Provision of Elevator to the Existing Walkway near Tsing Tai Road for the Footbridge Across Castle Peak Road – Tai Lam near Tsing Tai Road (Structure No. NF339)
(TTC Paper No. 22/2024)

38. Mr CHOCK Chi-tung of the HyD requested Mr Sam TANG of the Consultant to report to Members on the latest situation of lift installation at the footbridge under the Third Phase of the Universal Accessibility Programme.

39. Mr Sam TANG of the Consultant briefly introduced the progress of lift installation

at the footbridge (structure number NF339) across Castle Peak Road – Tai Lam near Tsing Tai Road via PowerPoint slides (see Annex 3). He stated that the original design plan was to install a lift, respectively, at the northern exit (Lift No. 1) and the exit near Tsing Tai Road (Lift No. 2), of footbridge NF339. The installation of Lift No. 1 was currently underway and would continue. However, the installation of Lift No. 2 at the exit near Tsing Tai Road had faced strong opposition from the owners' corporation (OC) of nearby Fiona Garden. The OC believed that the location of Lift No. 2 was too close to the residential area, which would cause serious privacy and security issues. To alleviate residents' concerns, the Consultant had attempted to explore alternative locations for Lift No. 2, moving it away from the affected housing estate to address Fiona Garden residents' concerns. In addition, the Consultant had explored three alternative plans, but due to geographical constraints, these plans would also create other serious safety issues, including obstructing the sight lines of users of the nearby road junction. As a result, in the absence of other alternatives, the Department proposed to suspend the installation of Lift No. 2.

40. Members provided following comments and enquiries on this issue:

- (i) Members expressed that they rarely heard residents opposing the installation of lifts and wished to know the specific reasons for opposition;
- (ii) Members suggested that the Consultant consider using opaque materials to address residents' privacy concerns; and
- (iii) Members enquired whether the Consultant had invited local residents to submit views on the three alternative plans.

41. Mr Sam TANG of the Consultant stated that representatives from the HyD and the Consultant had met with the OC several times in late 2023 and early 2024. Residents expressed concerns about noise generated by the works, and also worried about privacy, ventilation, and green landscape issues after the lift was installed. The Consultant had proposed the following improved design plans to the OC, hoping to address residents' concerns:

- (i) Changing the transparent glass on the external walls of the lift towers facing the residential area to a full concrete wall or frosted glass; and
- (ii) Installing opaque polycarbonate panels on the newly built elevated platform and stairs facing Fiona Garden to prevent pedestrians on the footbridge from peeking into residents' residences.

However, the OC still did not accept these proposals, believing that these changes could not solve the problem of the lift being too close to the housing estate.

42. The Chairman stated that funding for the “Universal Accessibility” Programme had already been appropriated and it was planned to install lifts to all footbridges. She understood that the project team proposed suspending the works only after facing strong opposition from residents after the works began, and after attempting but failing to reach a compromise with residents.

43. The Vice-Chairman stated that in view of the controversy surrounding the suspension of Lift No. 2, he had written to the OC to seek their opinions. They replied in writing opposing the installation of Lift No. 2, citing that the construction site was only a few metres away from the housing estate, seriously affecting security and environment, and causing noise. Moreover, Lift No. 2 would obstruct drivers’ vision, causing danger, indicating that residents’ opposition was quite clear. In addition, he had obtained footbridge usage data from the Consultant before the meeting, showing a peak of only 57 people per hour. In such regard, he asked Members to consider the necessity of installing Lift No. 2.

44. A Member expressed concern that people with impaired mobility might use Lift No. 1 to access the footbridge but could not return to the ground level without Lift No. 2. He therefore suggested the Department consider installing both lifts and asked, in addition to Fiona Garden residents, if the Consultant had invited residents of Jade View Villa, Wing Wah Garden, To Yuen, and The Castle Bay to submit views.

45. Mr Sam TANG of the Consultant stated that there was currently a ramp with a 1:12 slope, which met the standard for barrier-free access and could be used by people with impaired mobility to access and leave the footbridge. The lift installation project was just a more convenient option. Fiona Garden, being the housing estate closest to the site and the lifts, was a key stakeholder affected by the works, and residents’ opinions must be considered. Within a 200-metre radius of the lifts, there were only low-density residential areas, with no centres for disables or elderly homes. The footbridge had a peak usage of 57 people per hour, which was considered low. After considering all these factors, the research results proposing the suspension of Lift No. 2 was therefore presented to the TTC for Members’ information.

46. The Chairman stated that Members did not need to vote on the proposal but should express opinions collected from citizens. She requested the HyD and the Consultant to consider Members’ opinions.

[Post-meeting note: Representatives from the HyD and the Consultant met with Members who had expressed opinions during the meeting on 28 August 2024. They explained in depth the main stakeholders’ concerns, the results of previous meetings with the OC, and the limitations of alternatives plans. Members understood that the decision to suspend the installation of Lift No. 2 was made only in the absence of feasible alternatives.]

(D) Suggesting the Transport Department Follow up on and Expedite the Launch of the New Public Minibus Services in Yip Wong Estate

(TTC Paper No. 23/2024)

(Written Response from the TD)

47. Mr Eric SIN of the TD stated that after selecting a minibus operator for serving Yip Wong Estate, the Department had been discussing operational details with the operator. However, after consideration, the operator recently decided to withdraw from operating the green minibus services. The Department would arrange to re-invite operators to apply for the services as soon as possible, and preliminarily expected to complete this process in the first half of 2025. Meanwhile, to accommodate the intake of residents in Yip Wong Estate, the Department had rerouted KMB Route 57M, special trips for Route 961S, special trips for Citybus Route 962P, and MTR Bus Route K53 to pass through Yip Wong Estate since late June and early July, in order to meet residents' travel needs.

48. Members provided comments and enquiries regarding the TD's response, summarised as follows:

- (i) Members expressed disappointment and dissatisfaction with the operator's decision to withdraw from the green minibus services, given that intake of residents at Yip Wong Estate would start at the end of this year to early next year, which would greatly increase traffic pressure. They asked about the reasons for the operator's withdrawal;
- (ii) Members suggested that the TD expedite the re-tendering process for the green minibus services;
- (iii) Members pointed out that many residents reported insufficient transport connections between Yip Wong Estate and Tuen Mun East. Residents needed to take Route K53 to Tuen Mun Station and then transfer to other transport, making local parents and students feeling helpless. They hoped the TD would address this situation by urging MTR to extend the routeing of Route K53, increase existing service frequency, or introduce a new and separate route originating from Yip Wong Estate;
- (iv) Members noted the labour shortage in the minibus industry, with drivers generally being elderly, and suggested that the TD discuss importing foreign labour with the Labour and Welfare Bureau and minibus operators;
- (v) Members suggested that the TD implement warning or punitive measures, such as prohibiting the withdrawn operator from tendering for green minibus services; and

- (vi) Members suggested that if the operator withdrew from the Yip Wong Estate green minibus services due to profit considerations, the TD should consider bundling such routes with other green minibus routes for tendering.

49. Mr Eric SIN of the TD stated that they would arrange to re-invite minibus operators to submit applications as soon as possible to minimise the impact on Yip Wong Estate residents, and monitor passenger demand and intake of residents at Yip Wong Estate with various public transport operators, requesting them to adjust services appropriately when necessary to meet residents' travel needs. Regarding importation of foreign labour, minibus route operators could submit applications according to the requirements under the Labour Importation Scheme for the Transport Sector. Regarding the service stability of MTR Route K53, the Department had been in close communication with MTR and was studying the feasibility of splitting the routeing between Yip Wong Estate and Tuen Mun Station during certain periods to stabilise service on Route K53. As for the operator's withdrawal from the green minibus services, the Department had met with the selected operator, but the operator ultimately chose to withdraw based on business considerations. Although minibus services were currently unavailable for Yip Wong Estate residents, they could still take Route K53 to and from Tuen Mun Station, and Routes 57M, 961S, or 962P to travel to other districts. Lung Yat Estate residents could take existing public transport services at Lung Mun Oasis Bus Terminus and the bus stop at Lung Mun Road to their destinations.

50. A Member suggested that the TD, the TMDO, and public transport operators (including MTR, KMB, and Citybus) propose measures to improve transport services at Yip Wong Estate within the next three to six months, while minimising impact on existing residents. Furthermore, he pointed out that one of the current difficulties in recruiting minibus drivers was the high insurance costs, which might be related to drivers' age and the overall retirement system in Hong Kong.

51. Mr Eric SIN of the TD thanked Members for their opinions and indicated that they would continue to monitor the public transport services at Yip Wong Estate.

52. The Chairman requested the TD to actively consider Members' opinions.

**(E) Concern over Services on N.T. GMB Route No. 43A Failing in Meeting the Standards Shown on the Transport Department's Website
(TTC Paper No. 24/2024)
(Written Response from the TD)**

53. Mr Eric SIN of the TD stated that the Department understood the importance of the service of minibus Route 43A for residents' travel. Therefore, they had been closely monitoring its service level, including arranging on-site inspections and reviewing its operation reports, and promptly requesting the minibus service operator to conduct

investigations and follow up accordingly. To monitor the service level of Route 43A, the Department had arranged five on-site inspections at different times since July this year. During the investigation period, the average service frequency of the route was generally in line with the Department's requirements. In addition, the Department met with the operator in early August to discuss service levels and operational performance. During the meeting, the Department urged the operator to operate Route 43A according to the approved schedule of services and make appropriate adjustments in case of emergencies or when necessary to maintain frequency stability and appropriate service levels. The Department would continue to monitor the operation of Route 43A and follow up with the operator when necessary to improve minibuses services.

54. Members provided comments and enquiries regarding TD's response, summarised as follows:

- (i) Members pointed out that many residents of Tsing Yung Street went to the market near Chi Lok Fa Yuen for shopping groceries, but Route 43A was often full when departing from San Hui Terminus, making it difficult for residents to get on minibus at the stop at Handsome Court (i.e., the stop at Chi Lok Fa Yuen) to return to Tsing Yung Street. They suggested that the TD consider increasing service frequency of Route 43A during busy periods in the morning or afternoon when residents went shopping for groceries; and
- (ii) Members stated that there was a significant discrepancy between the TD's minibus service frequency data and the feedback from residents of Tsing Yung Street. They would first reply to residents and observe the situation over the next few months, contacting the TD for follow-up if necessary.

55. Mr Eric SIN of the TD noted Members' opinions and stated that they would continue to monitor the waiting situation at en-route stops, including the stop at Handsome Court (i.e., the stop at Chi Lok Fa Yuen). They would remind the operator to arrange special trips as needed to meet the travel demand at en-route stops. The Department would continue to monitor the operational performance of Route 43A.

56. Members raised a second round of comments and enquiries, summarised as follows:

- (i) Members pointed out that taking minibuses in Tuen Mun was very much a matter of luck, especially for Route 44, and suggested that the TD urge operators to hire more drivers to meet the transportation needs within the district; and
- (ii) Members noted that some minibus operators had been independently adjusting service frequency, allocating more resources to routes with longer distance and higher fare. They suggested that the TD conduct more on-site inspections together with Members, observing minibus operation to obtain more data for

improving service levels.

57. Mr Eric SIN of the TD stated that they would pay more attention to the service levels of minibus routes in Tuen Mun and maintain communication with minibus operators to ensure stable minibus services for Tuen Mun residents.

58. The Chairman stated that Members would be pleased to conduct on-site inspections and spot checks with the TD. She requested the Department to consider Members' opinions to provide more stable minibus services for Tuen Mun residents.

**(F) Optimising Bus Stop Facilities at Tuen Mun Siu Lun Government Complex
(TTC Paper No. 25/2024)**

(Written Response from the TD)

59. The first proposer of the paper stated that the usage rate of Tuen Mun Siu Lun Government Complex was very high, and suggested that the TD add a shelter at the bus stop to protect residents from sun and rain. In addition, he enquired whether the TD's written response had been distributed to Members, and was informed that the Secretariat had sent the relevant written response to Members on 7 August 2024.

60. Mr Eric SIN of the TD stated that they had been encouraging public transport service operators to consider adding facilities such as bus shelters, seats, and real-time bus arrival information display panels at suitable positions at bus stops, taking into account the actual environment, passenger usage, and operational conditions of each bus stop. This aimed to provide a better waiting environment for passengers. Therefore, the Department had relayed relevant suggestions to KMB, Citybus, and MTR, which operated at the Tuen Mun Siu Lun Government Complex bus stop, for consideration. All public transport service operators had noted the suggestions and would consider them based on factors such as passenger demand and physical constraints. If the Department received applications for additional passenger facilities, they would process and approve such applications promptly.

61. Members provided comments and enquiries regarding the TD's response:

- (i) Members pointed out that many residents hoped for the addition of a shelter and a real-time bus arrival information display panel at the bus stop, and asked about the stances of KMB, Citybus, and MTR towards adding these facilities;
- (ii) Members stated that they had written to the TD two years ago hoping for the addition of a shelter at the Tuen Mun Siu Lun Government Complex bus stop, but the Department did not follow up at that time. They asked whether an application from the bus companies was required to add such facilities;
- (iii) Members noted that while there were precedents for bus companies adding shelters

and seats at bus stops in Tuen Mun, bus companies, as private enterprises, had their own business considerations. They suggested that the TD consider utilising or seeking resources to take the lead in upgrading bus stop facilities;

- (iv) Members pointed out that Tuen Mun Siu Lun Government Complex housed multiple government facilities, including a sports centre, an office of the Immigration Department, and a community hall. A bus stop shelter was a very basic facility with low maintenance cost, and they suggested that bus companies consider adding such facilities for the public; and
- (v) Members stated that bus shelters, real-time bus arrival information display panels, and seats should be considered basic facilities for a modern bus stop, and suggested that government departments refer to various companies' mobile applications to take the lead in launching an integrated electronic transport information application providing passengers with information on different routes and schedules.

62. Mr Eric SIN of the TD noted Members' opinions on bus stop facilities and stated that the Department would continue to study and follow up, while encouraging bus companies and MTR to consider the suggestions based on actual environment and operational conditions.

63. Ms Jennifer HO of MTR stated that MTR had always been dedicated to providing good light rail and bus services in the community. They welcomed the suggestion of adding a bus shelter at the Tuen Mun Siu Lun Government Complex and would discuss the feasibility of the project with their engineering department.

64. Ms Penny CHUNG of Citybus stated that after noting Members' opinions, Citybus had reviewed the bus stop in question. There were currently five Citybus routes that passed through the stop, with three mainly for boarding and two for alighting, respectively. Data showed that passenger volume was not very high, but Citybus would actively study and evaluate Members' suggestions.

65. Mr Leo CHAU of KMB stated that the stop was currently mainly used for KMB passengers for alighting. KMB would actively study Members' suggestions and evaluate whether a bus shelter could be added.

66. Members raised a second round of comments and enquiries, summarised as follows:

- (i) Members pointed out that the ground floor of Tuen Mun Siu Lun Government Complex housed a birth registry for registration of births or collection of passports, where parents often carried infants in their own hands. Due to the lack of a bus

shelter, to avoid sun and rain, parents often waited inside the birth registry and rushed out for boarding when buses arrived, creating dangerous situations. They hoped the TD would coordinate with bus companies to add a bus shelter as soon as possible;

- (ii) Members stated that many construction projects took place in the district, during which containers were converted into temporary bus stops. Many residents hoped that these container-style bus stops would be kept even if the works were completed. They suggested that the TD change their mindset and consider adopting container-style bus stops in locations with wide open space; and
- (iii) Members pointed out that bus shelters at stops along Castle Peak Road to Tuen Hing Road were very inconsistent, with some shelters added by KMB or MTR not covering the entire queue lines, while some bus stops had no shelters at all. They suggested that the TD better coordinate the addition of shelters.

67. Mr Eric SIN of the TD stated that they had been encouraging public transport service operators to provide facilities for passengers such as shelters. Generally, operators submitted applications to the Department detailing specifics such as size, exact location, and the design for proposed passenger facilities. Upon receiving applications, the Department would consult various departments and local communities on the details and act as a coordinator and consultant when necessary.

68. The Chairman requested that bus companies and the TD actively consider Members' opinions.

(G) Suggesting the Transport Department Urge Citybus to Improve Services (TTC Paper No. 26/2024)

(Written Response from the TD)

(Written Response from Citybus)

69. The first proposer of the paper stated that Citybus had added many bus routes in Tuen Mun's new development areas and near Shenzhen Bay in recent years. As a frontline service provider facing Mainland tourists, Citybus needed to improve its service quality, including interior cleanliness. Routes 50, 952, and the 962 series all had cleanliness issues, which were not limited to the second or third departures of the day, but even occurred on the first departures in the morning, causing inconvenience to passengers. They hoped that the bus company could maintain the hygiene standard during the pandemic period and would enhance interior cleaning.

70. Ms Penny CHUNG of Citybus acknowledged Members' opinions. Citybus had always emphasised cleanliness of both interior and exterior of buses and conducted regular cleaning. After receiving the paper, they had specifically instructed their

cleaning service contractors to enhance cleaning buses on the relevant routes. In addition, Citybus would strengthen their publicity efforts, hoping passengers would work together to keep buses clean.

71. Mr Eric SIN of the TD stated that in addition to daily cleaning, the Department had reminded Citybus to urge their station staff or cleaning service contractors to properly clean the interior of buses after arriving at the terminus, ensuring vehicles remained clean and providing passengers with a comfortable and hygienic riding environment. The Department had also recently increased spot checks to monitor the hygiene conditions of Citybus buses.

72. The Chairman hoped that the TD would supplement the results of their spot checks in their next response.

73. Members provided comments and enquiries, summarised as follows:

- (i) Members pointed out that the buses of Route 962 series with luggage racks could not serve a large number of residents, and suggested Citybus arrange buses without luggage racks for the first departure in the morning as much as possible;
- (ii) Members hoped Citybus would vacate the site of Tuen Mun Depot as soon as possible for the Government to build the Sports Ground in Area 16;
- (iii) Members stated that many residents complained about traffic problems at Hung Kiu stop, which now served as a bus-bus interchange with an extremely narrow road and frequent traffic congestion. They hoped Citybus would discuss with the TD whether Hung Kiu stop was suitable to be a bus-bus interchange;
- (iv) Members stated that many residents were unable to get on Route B3 series at Hung Kiu stop, and suggested Citybus actively optimise its fleet and services; and
- (v) Members asked about the current frequency and process of cleaning Citybus buses.

74. Ms Penny CHUNG of Citybus stated that they would review relevant data to follow up on the arrangements for the first departure of Route 962 series and seek solutions to improve the traffic issues at Hung Kiu stop. Regarding Route B3 series, Citybus would increase service frequency according to passenger demand. Currently, Citybus regularly cleaned the interior of buses, mopped the floors, and clean the exterior with bus washing machines. They also monitored the performance of contractors. The previous-term TMDC had discussed and was concerned about the issue relating to the site of Citybus Tuen Mun Depot. Citybus hoped to continue providing more services to Tuen Mun residents and thus needed to find another suitable location in the district for a depot in order to flexibly allocate bus resources. They hoped government departments

could arrange alternative sites for Citybus's vehicle maintenance and parking purposes.

75. Mr Eric SIN of the TD stated that they had been closely monitoring the operation of relevant routes. For example, Citybus had recently increased the service frequency of Route B3 series in response to passenger demand. Regarding hygiene conditions, the Department had recently arranged spot checks, during which the hygiene conditions of the relevant buses were generally normal. The Department would continue to monitor the situation and follow up with Citybus as necessary.

76. Ms Hendrix TSANG of the TD stated that they would continue to closely monitor the boarding and alighting situation at Hung Kiu stop on Tuen Mun Road southbound and follow up with relevant bus companies as needed.

77. The Chairman requested the TD to continue conducting spot checks and actively follow up on Citybus's service quality.

(H) Proposal to Extend the Routeing of MTR Bus Route K51 by Relocating the Terminating Point from Tai Lam Chung to Maritime Services Training Institute

(TTC Paper No. 27/2024)

(Written Response from the TD)

(Written Response from MTR)

78. The first proposer of the paper stated that currently many residents would take MTR Bus Route K51, and extending the routeing would benefit more residents.

79. Ms Hendrix TSANG of the TD stated that extending Route K51 would increase journey time. Without changes in resources, it might be necessary to adjust the service frequency. The Department would discuss with MTR whether there was a need to adjust the routeing or relocate the terminating point based on changes in passenger demand.

(I) Proposal to Install a Central Divider on the Road near the Bus Stop at Sam Shing Estate to Prevent Jaywalking

(TTC Paper No. 28/2024)

(Written Response from the TD)

80. The first proposer of the paper stated that when he visited the site a few days ago to inspect the environment, he found that the contractor had already installed railings. He expressed gratitude for government departments' swift response and hoped that the TD would pay more attention to the conditions of bus stops in other areas in the future to create a safer environment for the public.

81. Mr Louis HON of the TD stated that the road widening works being carried out by the HyD on Castle Peak Road - Castle Peak Bay would be completed gradually. The TD

would continue to review road facilities with the HyD's engineering team to ensure the safety of the relevant roads.

82. A Member stated that there were still many similar situations in the Tuen Mun District and hoped that the TD could have a collective review and propose solutions, such as adding facilities or putting up more signage.

83. Mr Louis HON of the TD stated that the Department had been reviewing temporary traffic arrangements for the road works with the Police, including instructing contractors to install safe and temporary crossing facilities for road users according to established guidelines. After the completion of works, the Department would continue to review crossing facilities to ensure the safety of road users.

84. The Chairman requested the TD to consider Members' opinions.

(J) Suggestion for Eliminating Safety Hazards at Pedestrian Crossings in the Prime View Area
(TTC Paper No. 29/2024)
(Written Response from the TD)

85. The first proposer of the paper stated that the audible unit at pedestrian crossings in the Prime View Area was too close to the railings, with some residents reporting hitting their heads while crossing. He hoped the Department would assist in following up on this issue. In addition, he mentioned that while the site was not a traffic accident black spot, traffic lights had long been obstructed by illegally parked vehicles. Despite years of law enforcement by the Police, it was not uncommon to see illegally parked vehicles. This prevented pedestrians from clearly seeing the traffic signals, posing a significant safety risk to young children and the elderly in the area. He suggested that the TD install pedestrian crossing red light auxiliary devices or propose other solutions.

86. Members raised other comments and enquiries, summarised as follows:

- (i) Members stated that red light auxiliary devices were long been adopted in the Mainland, and suggested that the Department and relevant authorities actively consider piloting such devices in some areas to ensure pedestrian safety;
- (ii) Members pointed out that in recent years, many heavy vehicles had been using Castle Peak Road to travel to and from Tuen Mun. Given the lack of yellow box junctions at intersections and insufficient space for the bus stop at Prime View Garden towards Tuen Mun North, many medium and heavy vehicles, including buses and minibuses, tended to form a queue extending to the crossing at King Fung Path obstructing the view of pedestrians and drivers. They suggested that the TD install an audible unit at the pedestrian crossing on Castle Peak Road - San Hui; and

- (iii) Members reported that some residents had complained about the high volume of the audible units at pedestrian crossings, and suggested that government departments consider activating such devices to increase public alertness only during daytime hours.

87. Mr WONG Tik-wai of the TD noted the Members' suggestions regarding the installation of red light auxiliary devices and would arrange for an on-site inspection. He also mentioned that he had received reference photos from Members, and the Department would arrange for staff to inspect the relevant audible unit at pedestrian crossings in the Prime View Area and adjust the position and height as needed. Regarding the volume issue of the audible units, he would forward Members' opinions to the TD's Traffic Control Division for follow-up.

88. The Chairman requested the TD to consider Members' opinions.

**(K) Proposal to Install Traffic Light Countdown Devices in Tuen Mun District
(TTC Paper No. 30/2024)
(Written Response from the TD)**

89. The proposer of the paper and Members provided comments and enquiries, summarised as follows:

- (i) Members asked about the TD's timeline and trial standards for operating and testing pedestrian traffic light countdown devices (Countdown Devices) on Tat Tung Road and Mei Tung Street in Tung Chung;
- (ii) Members suggested that the TD refer to the Mainland's experience and data on using Countdown Devices to reduce instances of drivers running red lights;
- (iii) Members pointed out that some overseas regions had previously piloted countdown devices for drivers, but ultimately did not fully implement, due to the fact that some drivers in a hurry would suddenly change lanes or accelerate when countdown devices showed few seconds remaining, leading to an increase rather than a decrease in traffic accidents. Therefore, they expressed reservations about introducing countdown devices for drivers. Also, Members suggested that the TD install Countdown Devices for pedestrians, or pilot devices that extended green light duration in areas with more elderly residents;
- (iv) Members asked about the time required for the pedestrian signal changing to green after pressing a pedestrian crossing button;
- (v) Members stated that the previous-term TMDC had discussed related topics and suggested that the TD consider piloting Countdown Devices on busier streets in

Tuen Mun; and

- (vi) Members noted that the right-of-way for Light Rail vehicles might affect the accuracy of Countdown Devices, and asked the TD about the data source for the Countdown Devices and whether they had considered relevant technical issues for implementation.

90. Mr Alex PONG of the TD acknowledged Members' opinions and stated that he would relay the suggestions to the TD's Traffic Control Division for follow-up.

(L) Suggesting the Police Step up Enforcement against Illegal Use of Electric Bicycles and Electric Scooters

(TTC Paper No. 31/2024)

(Written Response from the Hong Kong Police Force)

91. The proposer of the paper and Members provided comments and enquiries, summarised as follows:

- (i) Members stated that many residents in San Hui complained about electric bicycles, electric scooters, and electric unicycles traveling at high speeds on crowded or narrow pedestrian paths. They asked about the places of sale and suggested that the Police, in addition to strengthening enforcement, consider intercepting at the source and educating the public about where these electric mobility devices were prohibited from using;
- (ii) Members asked if the Government currently had relevant laws regulating electric bicycles and the situation in trial areas;
- (iii) Members pointed out that in On Ting Estate where with concentrated eateries, delivery riders on electric bicycles often posed a direct safety threat to residents. They suggested that the Police strengthen promotional education to food delivery platforms and restaurants to regulate the "riders", and asked if the Police had alternative measures to combat such behaviour given the current incomplete legal framework;
- (iv) Members stated that travelling on roads by electric bicycles could be very dangerous and easily cause traffic accidents. However, low charging cost and high mobility of electric bicycles could help solve road congestion problems, making it difficult to impose a complete ban in the future. They suggested that the Police consider legalising electric bicycles with reference to the practice in the Mainland, but regulating their usage on specific road sections and strengthening enforcement;
- (v) Members mentioned that the walkway beside Wu Hong Police Quarters Club

House had a low pedestrian flow, and some electric bicycle users accelerated through this area. They had written to the TD for suggesting adding curbs, but the Department replied that it was not a vehicular road and adding curbs would cause danger. They suggested the Department consider adding speed reduction reminders or devices to slow down electric bicycle users and prevent danger to pedestrians;

- (vi) Members stated that some residents charge electric scooters inside their homes, which would potentially cause fires. They hoped the Government would first establish a comprehensive set of supporting measures and regulations before considering licensing;
- (vii) Members asked about the specific locations of the 11 special operations mentioned in the Police's written response, stating that the area, from Siu Hong West Rail Station to Tuen Mun Hospital, was a black spot for illegal electric mobility devices. They suggested that the Police increase the frequency of special operations, collect more opinions from Members, and improve education and promotion; and
- (viii) Members stated that in June last year, the Legislative Council Panel on Transport discussed licensing for electric mobility devices with maximum speed up to 25 km/h and maximum weight up to 20 kg. Subsequently, residents in the two trial areas, namely Science Park in Tai Po and Tseung Kwan O, were not very supportive of the plan. They suggested that the Police should enforce the law immediately rather than conducting special operations to avoid giving residents the impression of lax enforcement.

92. The Chairman stated that the Traffic New Territories North regularly held meetings with the TTC Chairman. She had repeatedly raised the issue of illegal electric bicycles and scooters in the district during these meetings and believed the Police were aware of the situation. She would continue following up on the issue in future meetings.

93. Mr LEUNG Ki-ching of the Hong Kong Police Force stated that placing electric mobility devices in residences was not illegal. According to the Road Traffic Ordinance, as electric mobility devices were mechanically propelled, they fitted the definition of a "motor vehicle" and thus required licensing to be used on roads or private roads. Most people purchased these devices online, with some bought in shops. The results of the electric mobility device pilot scheme were yet to be announced. The Police had discussed the issue with various food delivery platforms, carried out promotions and advised delivery couriers not to use electric mobility devices. The 11 special operations mainly focused on bus-bus interchanges, long straight roads beside West Rail Stations, and areas with more eateries and food delivery operation, but specific operation locations

could not be disclosed to the public. Although uniformed police officers faced difficulties in stopping electric mobility device users, the Police would increase enforcement efforts in various districts and were willing to conduct promotional and educational work together with TMDC Members.

94. The Chairman stated that both the Police and Tuen Mun residents were very concerned about the captioned issue. The Police had contacted various Members to conduct many promotional and educational activities in the district during the first seven months of this year. If Members were interested, she believed the Police would be willing to jointly conduct promotional activities in the district.

IV. Reporting Item

(A) Report by the Transport Department (TTC Paper No. 32/2024)

95. Members provided comments and enquiries, summarised as follows:

- (i) Members pointed out that the number of traffic incidents from 20 January to 19 July 2024 reached 245, meaning residents encountered approximately 1.35 traffic incidents daily when travelling to and from Hong Kong Island and Kowloon. This was considered an unreasonable level, and they requested the TD and the Police to address and actively solve the problem;
- (ii) Members asked the TD about the causes of traffic accidents, detailed breakdowns, and improvement plans; and
- (iii) Members asked about the timeline for the construction of the bus bay on Kwun Chui Road in So Kwun Wat.

96. The Chairman suggested that Members submit a separate paper to enquire about the timeline for the construction of the bus bay on Kwun Chui Road in So Kwun Wat.

97. Mr Louis HON of the TD stated that of the 245 incidents on Tuen Mun Road, only 167 were traffic accidents. The rest included emergency road repairs, vehicle breakdowns, and emergency road closures. The causes of traffic accidents would need to be investigated by the Police and the TD's Traffic Safety Division before drawing any conclusion. He would enquire the relevant departments after the meeting. In addition, the Department had commissioned the HyD to follow up on the construction of the bus bay on Kwun Chui Road in So Kwun Wat. The HyD responded that the works would commence in the second half of this year and was expected to be completed by the end of 2025.

98. The Chairman requested that the TD continue to follow up with Members on the bus bay construction after the meeting and provide Members, through the Secretariat, with

the causes of traffic accidents in Tuen Mun.

[Post-meeting note: The TD provided information after the meeting, stating that from January to July 2024, there were 186 traffic accidents on Tuen Mun Road, which mainly involved driver contributory factors, including “driving inattentively” (81 cases), “driving too close to vehicle in front” (39 cases), and “careless lane changing” (19 cases).

Note:

- A single accident might involve more than one driver contributory factor.
- The above accident figures were provisional.]

**(B) Report by the Highways Department
(TTC Paper No. 33/2024)**

99. A Member enquired whether the bus bay to be added on Pui To Road by the HyD could accommodate one more bus.

100. Ms Wendy TANG of the HyD stated that since the project to add a bus bay on Pui To Road was handled by her colleagues in the HyD, she would follow up with Members regarding the details of the project after the meeting.

**(C) Report by the Hong Kong Police Force
(TTC Paper No. 34/2024)**

101. Members noted the captioned report.

VII. Any Other Business

102. There being no other business, the Chairman announced the meeting closed at 6:56 p.m. The next meeting would be held on 10 October 2024 (Thursday) at 2:30 p.m.

Tuen Mun District Council Secretariat

Date: September 2024

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