

Minutes of the 6th Meeting of
the Traffic and Transport Committee (2024-2027) of
the Tuen Mun District Council

Date : 5 December 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 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 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
Mr MA Cho-fai	Co-opted Member
Miss TSOI Tsang-yi, Jan (Secretary)	Executive Officer (District Council) 2, Tuen Mun District Office, Home Affairs Department

Absent

Mr KAM Man-fung	TMDC Member
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By Invitation

Mr YIP Hor-man	Divisional Commander 'West' (New Territories North), Fire Services Department
Mr LIU Ka-wing	Acting Assistant Divisional Officer (New Projects)11, Fire Services Department
Mr WU Tsun-ho	Senior Station Officer (Disaster Response and Rescue), Fire Services Department
Mr CHAN Ho-fung, Clarence	Operations Manager (Kowloon & New Territories), Citybus Limited
Mr Alexander LO	Chief Planning Officer, Citybus Limited
Ms KWOK Chi-ching, Miko	Senior Corporate Communications Officer, Citybus Limited
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

In Attendance

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 LAU Tin-ming	Assistant District Engineer/ Tuen Mun (East), Highways Department
Mr KAM Hok-chun, Jorgen	District Operations Officer (Tuen Mun), 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 West, Transport Department
Mr CHAN Li-san	Engineer/ Tuen Mun North, Transport Department
Mr WONG Tik-wai	Engineer/ Tuen Mun Central, Transport Department

I. Opening Remarks

The Chairman welcomed all present to the 6th meeting of the Traffic and Transport Committee (2024-2027) (TTC).

II. Absence from Meeting

2. The Secretary reported receiving an application for leave of absence from Mr KAM Man-fung. Recommended by The Gymnastics Association of Hong Kong, China, to represent Hong Kong at an overseas international judging course, Mr KAM Man-fung applied to the TTC for his absence from the meeting. After consulting the Home Affairs Department, it was determined that Mr KAM Man-fung's reason for absence was acceptable. In such regard, the Chairman announced that the TTC gave consent to Mr KAM Man-fung's application for absence.

III. Confirmation of Minutes of the Last Meeting

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

IV. Discussion Items

4. The Chairman stated that, due to the representatives from the Fire Services Department (FSD) having another important engagement and needing to leave early, she would rearrange the order of the agenda to first discuss agenda item II (C), namely "Suggestion to Enhance Fire Safety Measures for Electric Vehicles".

(A) Suggestion to Enhance Fire Safety Measures for Electric Vehicles (TTC Paper No. 46/2024) (Written Response from the Fire Services Department)

5. Mr YIP Hor-man of the FSD stated that, according to information from relevant government departments, there were currently 35 carparks in the Tuen Mun District that had completed the installation of electric vehicle (EV) charging facilities and complied with new fire safety requirements. In order to enhance the protection of lives and property within carparks against potential fire hazards associated with EVs and charging activities, the FSD issued FSD Circular Letter No. 4/2020 on 31 July 2020, specifying additional fire safety requirements for EV charging facilities, including the installation of the fire detection system and the provision of fireman's emergency switch. Subsequently, the Department issued FSD Circular Letter No. 1/2023 on 1 March 2023, introducing a requirement for provision of sprinkler system for car ports with total floor

area exceeding 230m² to further enhance the fire safety level within parking facilities. The FSD regularly reviewed its operational strategies and introduced new equipment to respond to social development. In 2023, the Department established the Road and Railway Rescue Team specifically to handle traffic accidents on roads and railways, including formulating fire-fighting and rescue operation guidelines for new energy vehicles and hybrid vehicles, as well as regular provision of rescue training for frontline firefighters on traffic accident scenarios, which included procedures and precautions for handling accidents involving EVs, to improve the safety awareness and operational efficiency of rescuers when dealing with EV accidents.

6. Members raised comments and enquiries, summarised as follows:

- (i) Members pointed out that there were several carparks in the district that were not included among the 35 carparks mentioned by the FSD that met fire safety requirements. For example, there was a vehicle fire incident at the carpark located at 23 Tin King Road, which would see the addition of three chargers by the end of November 2024. In addition, there were several carparks in Siu Hong that had already installed EV charging facilities. Members enquired whether the Department would conduct fire safety inspections of these relevant carparks and provide more fire assessment information;
- (ii) Members mentioned that some rural residents were now installing EV charging facilities on their own and suggested that the FSD strengthen collaboration with the TMDC and Members to jointly promote relevant information to the public; and
- (iii) Members also enquired whether the FSD would conduct regular inspections of EV charging facilities to ensure compliance with fire safety requirements.

7. Mr LIU Ka-wing of the FSD stated that, since 1 September 2020, buildings of which construction plans had been submitted for the first time must comply with the requirements under FSD Circular Letter No. 4/2020, which stipulated that installing EV charging facilities within parking facilities must adhere to additional fire safety requirements and relevant fire safety equipment and devices must be installed. Furthermore, the FSD would periodically provide advice on public enquiries regarding the installation of EV charging facilities in public carparks to enhance overall fire safety. As for safety issues related to charging facilities and electrical power, these fell under the purview of the Electrical and Mechanical Services Department.

8. A Member believed that the current practice of not requiring notification to the FSD when installing EV charging facilities was inappropriate, and suggested that the Government promote inter-departmental collaboration to unify the reporting process for installation of EV charging facilities across the territory, in order to improve the

mechanism.

9. Mr LIU Ka-wing of the FSD stated that the FSD was responsible for approving construction plans or enquiries from the Buildings Department (BD) or other government departments, while the BD served a coordinating role, collecting opinions or requirements from various departments. All additional fire safety requirements had been in effect since 1 September 2020, and apply to all construction plans submitted for the first time. Regarding construction plans submitted before 1 September 2020, and all existing buildings with a plan to install EV charging facilities, the Department recommended that relevant stakeholders enhance fire safety facilities according to requirements to further ensure fire safety.

(B) Concern about Fallen Yellow Reflective Stickers on Traffic Bollards at Various Traffic Islands
(TTC Paper No. 44/2024)
(Written Response from the Highways Department)

10. The first proposer of the paper stated that traffic bollards were crucial for directing drivers into correct lanes, which were very important for road safety. In addition to the Tuen Mun District, many traffic bollards across the territory were experiencing similar issues with yellow reflective stickers peeling off. He hoped that the Highways Department (HyD) would address this situation and investigate the causes of the peeling of yellow reflective stickers.

11. Mr LAU Tin-ming of the HyD indicated that he would report the issue of the peeling of yellow reflective stickers on traffic bollards to the Lighting Division to resolve the problem as soon as possible, and the supplier was also investigating the causes of the peeling.

12. The first proposer of the paper and the Chairman enquired when the HyD would provide information on the causes of the peeling of yellow reflective stickers.

13. Mr LAU Tin-ming of the HyD stated that he would report the specific causes to the TTC through the Secretariat as soon as there were any updates.

[Post-meeting note: The HyD provided the causes of the peeling of yellow reflective stickers to the TTC through the Secretariat on 20 January 2025.]

(C) Suggestion to Tackle “Bicycles with Loudspeakers” in Tuen Mun District
(TTC Paper No. 45/2024)

14. The first proposer of the paper stated that there were reports of cyclists using

loudspeakers during the late night on cycle tracks or carriage roads in the district, and violating relevant traffic rules by riding recklessly. He suggested that the Police step up law enforcement and enhance educational promotion to raise law-abiding awareness among young people.

15. Members raised comments and enquiries, summarised as follows:

- (i) Members enquired about the actions taken by the Police in the past against cyclists who violated regulations or caused nuisances, and whether it was necessary to apprehend offenders on the spot for follow up;
- (ii) Members suggested that if cyclists causing nuisances mostly belonged to a specific age group, the Police should consider collaborating with social welfare or outreach organisations to provide counsel and education to address the issue;
- (iii) Members pointed out that this problem was also found in other districts, and when Police officers were on patrol, cyclists using loudspeakers tended to behave more appropriately. However, the number of recent nuisance cases had increased, and Members enquired about the effectiveness of the Police's recent crackdown on this issue; and
- (iv) Members also asked how many cyclists using loudspeakers had been prosecuted by the Police in the past year, how many of them were repeated offenders, and under what circumstances the Police would confiscate a bicycle for six months under illegal modification regulations.

16. Mr Jurgen KAM of the Hong Kong Police Force stated that the Police received complaints about cyclists using loudspeakers from time to time. However, when officers arrived at the scene, the cyclists often immediately turned off their speakers and fled, making it difficult to issue fixed penalty notices. According to the Police's analysis, these young people mostly departed from Tuen Mun Ferry Pier in the early morning and headed towards Yau Oi Estate or On Ting Estate, briefly stopping near Ho Ngai College before proceeding to Lung Mun Oasis and gathering at Tuen Mun Cycling Entry / Exit Hub near Lam Tei Interchange. The Police had advised and warned them, as well as contacted their parents. However, this group of young people tended to be quite rebellious and quickly relapsed into non-compliance. The Police were attempting to regulate their actions under other laws, including considering issuing fixed penalty tickets to those who repeatedly ignore warnings for careless cycling or for not having their lamps on while riding. As for individuals under 18 without parental supervision, the Police might consider taking them back to a police station and applying to the court for their cases to be handed over to the Social Welfare Department (SWD). The Police would also contact officers of the SWD to follow up, aiming to address youth problems through education

and publicity while continuing to enforce the law strictly.

**(D) Suggestion to Improve Pedestrian Crossing Facilities at So Kwun Wat Road
(TTC Paper No. 47/2024)
(Written Response from the Highways Department)
(Written Response from the Transport Department)**

17. The first proposer of the paper thanked the Department for their proactive response and pointed out that many vehicles tended to speed while descending the westbound slope of So Kwun Wat Road. He hoped that the Transport Department (TD) would increase crossing facilities to remind drivers not to exceed the speed limit on the slope and enquired about the exact location of the bus stop at 18 Kwun Chui Road.

18. Mr LAU Tin-ming of the HyD stated that there was currently no information regarding the location of the bus stop on Kwun Chui Road and that they would respond to the TTC through the Secretariat after the meeting.

[Post-meeting note: The HyD and the TD provided information about the location of the Kwun Chui Road bus stop to the TTC through the Secretariat on 13 January 2025.]

19. A Member asked the TD and the HyD about the progress and implementation timeline for the optimised design of two pedestrian crossings on So Kwun Wat Road.

20. Mr Louis HON of the TD stated that officers of the TD had previously inspected the site and confirmed that there was sufficient visibility distance at the crossings to observe traffic conditions. The Leisure and Cultural Services Department (LCSD) had also trimmed the plants in flower beds adjacent to the pedestrian crossings as requested by the TD. In addition to increasing traffic signs in front of the crossings, the Department would use reddish-brown road markings to alert drivers to be more vigilant at the pedestrian crossings. The layout plan had been completed, and the Department was currently negotiating the project details with the HyD. The next step was to conduct community consultation to gather opinions from local residents, and if positive responses were received, the Department would formally implement the suggestion for optimisation.

21. A Member enquired which government department was responsible for managing the flower beds on So Kwun Wat Road between the road section underneath the flyover of Tuen Mun Road and the roundabout, and the responsibility of the HyD in that area.

22. Mr LAU Tin-ming of the HyD stated that the Department's responsibility was to consult with the LCSD regarding relocation or removal of the flower beds during the works and to provide relevant technical support.

(E) Matters Regarding Addition of Double White Lines on Castle Peak Road towards Sam Shing
(TTC Paper No. 48/2024)
(Written Response from the Transport Department)

23. The first proposer of the paper stated that some vehicles, after passing through Kam Fai Garden and reaching the underpass of Tuen Mun Road, instead of properly utilising the newly added left lane when turning left towards Sam Shing Estate, remained on the middle lane, which created a line-cutting situation and posed a collision risk. Therefore, he hoped the Department would consider the suggestion proposed in the paper.

24. Members raised comments and enquiries, summarised as follows:

- (i) Members asked the TD about where the proposed double white lines would start and extend to, and suggested that the Department add road markings to remind drivers to choose their lanes in advance; and
- (ii) Members suggested that the TD calculate the traffic volume in that area and then study the overall road design, including rearranging routeings for bus routes.

25. Mr Louis HON of the TD stated that this road section fell within the scope of the HyD's widening project for Castle Peak Road, which would increase the number of left-turning lanes from one to two heading towards Sam Shing Estate. The HyD had conducted a traffic impact assessment, which indicated that a greater number of vehicles turned left at this intersection towards Kowloon via Castle Peak Road. Therefore, the road design included two left-turning lanes to Kowloon and one lane continuing straight towards Tuen Mun West. After receiving Members' opinions, the Department promptly visited the site with the project team for Castle Peak Road widening works to develop an optimisation plan. Since the HyD was preparing for a road resurfacing project, they could implement the road optimisation plan in conjunction with temporary traffic arrangements for the resurfacing works. Under the plan, more road markings would be added to prompt drivers to choose their lanes early. The Department also suggested adding double white lines to ensure that left-turning vehicles did not have to consider vehicles merging from the fast lane. However, installation of road markings and traffic signs generally needed additional directional signs; setting up double white lines too early might cause confusion for drivers who did not know the destination of the lanes. Finally, he stated that they would provide the TTC with the layout plan of the traffic optimisation plan through the Secretariat after the meeting for a clearer explanation for the entire project.

[Post-meeting note: The TD provided the layout plan of the traffic optimisation plan to the TTC through the Secretariat on 7 January 2025.]

26. Members raised the second round of comments and enquiries, summarised as follows:

- (i) Members indicated that there was a similar issue for making a right turn from Castle Peak Road to Tuen Shing Street, and hoped that the TD could improve the road design as well; and
- (ii) Members hoped to visit the site with the TD's representatives to study the plan in detail, including the specific length of the double white lines, to better utilise newly added space.

27. Mr Louis HON of the TD welcomed Members to inspect the site, and the Department would invite the HyD's project team for Castle Peak Road widening works to join the inspection.

28. The Chairman requested the Secretariat to arrange for a site visit.

Secretariat

[Post-meeting note: The site visit was conducted on 17 January 2025.]

**(F) Matters Regarding Drivers Making Dangerous U-turn near Hong Kong Gold Coast Phase 1 on Castle Peak Road - Castle Peak Bay
(TTC Paper No. 49/2024)
(Written Response from the Transport Department)**

29. The first proposer of the paper stated that after the widening of Castle Peak Road Castle Peak Road - Castle Peak Bay to four lanes, the central divider prevented vehicles from nearby housing estates from making a direct right turn towards Tuen Mun. Instead, vehicles must first head towards Kowloon and then make a U-turn to return to Tuen Mun, which added about five minutes to travel time. This had led some drivers to forcefully turn and make U-turns at gaps on the road to save time, increasing the risk of accidents. In late November 2024, a pedestrian was knocked down by a vehicle making a U-turn near Hong Kong Gold Coast Phase 1. He hoped that relevant departments would optimise road signage and strengthen enforcement to reduce traffic violation.

30. Members raised comments and enquiries, summarised as follows:

- (i) Members pointed out that owners of vehicles from nearby estates (such as Verdant Villa) had reported the mentioned issue and suggested that the Department review the road design in that area to respond to residents' concerns with concrete measures; and

- (ii) Members hoped that the TD and the HyD would actively follow up on the issues arising from the Castle Peak Road widening works to facilitate residents' travel and reduce road safety risks.

31. Mr Louis HON of the TD stated that after receiving Members' enquiries, the Department immediately sent personnel to inspect the site. Since the widening of Castle Peak Road - Castle Peak Bay to four lanes, a "No U-turn" sign had been added at the intersection, and the Police would arrange for enforcement at the intersection in the short term. In the medium term, the Department agreed to review the design of Castle Peak Road - Castle Peak Bay, and, when traffic conditions allowed, consider relaxing traffic restrictions on U-turn. In addition, in November 2024, the Department received a letter from a management office of a relevant housing estate and had collaborated with the project team for Castle Peak Road widening works to propose improvement plans and consult with the housing estate. If residents agreed to the proposal, the plans would be followed up during road resurfacing works. The Castle Peak Road widening project was designed by a consultant company under the HyD according to road layout standards. In response to the changes in traffic conditions and demands of drivers after widening to four lanes, the TD had been in close contact with the project team for the widening works to timely review and optimise traffic management measures, enhance traffic safety and road capacity on Castle Peak Road, and provide more comprehensive transport infrastructures for local drivers and residents.

32. Members raised the second round of comments and enquiries, summarised as follows:

- (i) Members pointed out that many drivers, under busy conditions on Tuen Mun Road, chose to use Castle Peak Road, resulting in a doubling of traffic volume in recent years. They suggested that the TD consider the high traffic volume when formulating traffic measures to ensure smooth traffic;
- (ii) Members noted that there was a serious problem of jaywalking along Castle Peak Road. For example, residents of Seacoast Royale frequently ran across to catch buses at Hong Kong Gold Coast Phase 1 bus stop or jaywalked back to the housing estate from the bus stop. They suggested that the TD consider optimising road design to improve this situation;
- (iii) Members pointed out that drivers also dangerously made U-turns at the archway in Sam Shing Estate and recommended that the TD install a "No U-turn" sign there; and
- (iv) Members indicated that there were many people jaywalking near Sam Shing Temple and suggested that the Police enhance publicity and enforcement to

prevent accidents.

33. Mr Louis HON of the TD stated that the HyD was arranging resurfacing works for Castle Peak Road. The TD and the Police, when approving temporary traffic arrangements proposed by the HyD, would request the HyD implement such measures in phases, aiming to maintain mostly smooth traffic on Castle Peak Road. Since September 2024, when Castle Peak Road opened four lanes in both directions to Tuen Mun and Tsuen Wan, traffic had been generally smooth, with no significant congestion observed, while congestion at individual signal-controlled intersections had seen significant improvement after the TD's officers visited the site for inspection and adjustments. Therefore, the Department believed that after the project team for Castle Peak Road widening works completed the remaining resurfacing works and the widening project, it would help alleviate traffic in the district. Regarding the issue of jaywalking, the Department had contacted the Police to strengthen publicity and enforcement in the short term. The HyD would complete the resurfacing works as soon as possible and study the possibility of installing railings on the central divider, while the TD would consider appropriately extending the railings at intersections and adding traffic signs to guide residents to cross the road on pedestrian crossings.

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

**(G) Suggestion to Advance the First Departure Time for Citybus Route 962X
(TTC Paper No. 50/2024)
(Written Response from Citybus Limited)
(Written Response from the Transport Department)**

35. The first proposer of the paper enquired about the occupancy rates from Lung Mun Oasis to Sam Shing, and from Castle Peak Bay to Tai Lam Chung, of Route 962 operated by Citybus Limited (Citybus), the occupancy rates of Routes 952P and 962P during the 7:00 a.m. to 8:00 a.m. period, the journey time of Route 962P from Tuen Mun Swimming Pool to Tuen Mun Road during the 7:00 a.m. to 8:00 a.m. period, and the occupancy rates from Chi Lok Fa Yuen to Harvest Garden, and from Sam Shing to Tai Lam Chung, of Route 952.

36. Ms Miko KWOK of Citybus stated that the occupancy rates for Routes 952P and 962P during the 7:00 a.m. to 8:00 a.m. period were approximately 50%. She continued that Citybus would provide the remaining data after the meeting.

37. Mr Eric SIN of the TD stated that according to an on-site survey conducted earlier at the Tuen Mun Road Bus-Bus Interchange (TMRBBI), the occupancy rates for Routes 952P and 962P were approximately 40% to 50% during the morning around 7:30 a.m. to 8:00 a.m.

38. Members raised comments and enquiries, summarised as follows:

- (i) Members pointed out that Route 962X primarily served residents commuting to Hong Kong Island for work. The TMDC had previously discussed advancing the first departure of Citybus Route 962X from 8:45 a.m. to 8:30 a.m., but no adjustments had been made since then, making it difficult to meet the travel needs of residents. The written responses from Citybus and the TD indicated that the occupancy rates for the 8:00 a.m. departures of Routes 952P and 962P were only about 40% to 50%, which could meet current demand. However, most Tuen Mun residents commuting to Hong Kong Island did not take the departures due to the need to account for waiting time, traffic congestion on Tuen Mun Road, and walking time to their workplaces. Therefore, the occupancy rates for the 8:00 a.m. departures did not accurately reflect residents' needs;
- (ii) Members expressed that Route 962 service was very important for residents of Chi Lok Fa Yuen, Kam Fai Garden, and housing estates around Wah Fat Street, as well as those moving into the soon-to-be-completed Hin Fat Estate who needed to travel to Hong Kong Island. Currently, due to overlapping routeings of 952P and 962P, it was not possible to increase the morning services of Route 962 via Chi Lok Fa Yuen. They enquired how much additional travel time would be incurred if a stop at Chi Lok Fa Yuen were added to Routes 952P and 962P, and whether this could help resolve the problem of low occupancy rates;
- (iii) Members hoped the Department would seriously consider the suggestions outlined in the paper to facilitate morning commuters and provide more data for in-depth research by Members;
- (iv) Members indicated that traffic around Chi Lok Fa Yuen was very busy and enquired how long it took for Routes 962P and 962A to reach the TMRBBI after passing the stop at Tuen Mun Swimming Pool;
- (v) Members noted that passenger number of Route 962P had decreased post-pandemic, possibly due to changes in residents' work patterns or locations. They suggested that Citybus reallocate resources to enhance the services of other bus routes;
- (vi) Members believed that the low occupancy rates of Routes 952P and 962P were due to severe traffic congestion at Western Harbour Crossing after toll adjustment plan for rationalising traffic distribution among the three road harbour crossings, causing a one-hour journey to Hong Kong Island extending to one and a half hour. Therefore, many residents switched to West Rail Line. They suggested that the

TD and the bus company analyse the actual reasons for the decline in the occupancy rates rather than just focusing on the number itself, and revise the toll adjustment plan for rationalising traffic distribution among the three road harbour crossings to prevent fare increases by the bus company due to declining ridership; and

- (vii) Members suggested that if Citybus was currently unable to provide detailed data, the topic should be continued in the next meeting.

39. The Chairman summarised that the TTC would continue discussing this topic in the next meeting and requested the TD to provide detailed responses to Members' enquiries at that time. Also, he requested Citybus to provide relevant data to Members before the meeting for a more efficient discussion.

Citybus,
the TD

[Post-meeting note: Citybus provided operational data for Routes 952 and 962 series to Members through the Secretariat on 14 January 2025.]

**(H) Proposal Regarding Optimisation of the Bus Stop at Prime View Garden
(TTC Paper No. 51/2024)
(Written Response from The Kowloon Motor Bus Co. (1933) Ltd)
(Written Response from the Transport Department)**

40. The first proposer of the paper indicated that during morning peak hours, the queue at the Prime View Garden bus stop often extended to the adjacent Light Rail stop, posing a safety hazard. He suggested widening the pedestrian way to include the area of flower bed to reduce potential risks.

41. Members raised comments and enquiries, summarised as follows:

- (i) Members pointed out that currently there was no cover at the area opposite Prime View Garden bus stop for bus Route K51 or minibus Route 46, and suggested that the Department consider adding a cover;
- (ii) Members noted that the cover constructed by government departments at the pedestrian crossing was not connected to the cover at the bus stop, causing inconvenience to the public. Therefore, they recommended that the bus company or the Department take the lead in connecting the two covers;
- (iii) Members expressed concern about whether Prime View Garden bus stop and San Hui bus stop, which was on the opposite road, had sufficient length to accommodate buses. It was noted that the bus bays could not accommodate more than one bus at the same time during peak hours, forcing buses to stop on slow

lane for boarding and alighting passengers. So, they suggested extending the bus stops;

- (iv) Members indicated that the current location of Prime View Garden bus stop was next to pedestrian crossing, and many citizens rushed onto the road to catch buses, which could easily cause accidents. They recommended considering relocating the bus stop forward or backward;
- (v) Members suggested that the TD and The Kowloon Bus (1933) Ltd (KMB) coordinate with each other and make reference to the expansion of Hung Kiu bus stop to apply similar safety improvement works to Prime View Garden bus stop;
- (vi) Members noted that the area behind Prime View Garden bus stop contained a distribution box for Light Rail, making relocation somewhat difficult. Given limited land resources, they suggested that the TD and the bus company consider reorganising queuing arrangements for different bus routes when discussing optimisation of the design of bus stop. For example, during morning peak hours, passengers waiting for Route A33X, which had a lower demand, and Route 259X, which had a higher demand, could queue side by side to maximise the efficiency of the bus stop;
- (vii) Members hoped to shorten the time for the cover construction for Prime View Garden bus stop and also suggested that the bus company add some benches for passengers to rest while waiting for buses; and
- (viii) Members indicated that as for the proposed expansion of the pedestrian way mentioned in the paper, there might have vehicles coming from the direction of Brilliant Garden at high speeds, while there was a blind spot on the bend. They recommended conducting a site visit first to discuss the arrangement of the location of the bus stop.

42. Mr WONG Tik-wai of the TD stated that, as mentioned by Members, there was a bend when turning from Castle Peak Road to Prime View Garden bus stop. Therefore, the Department would arrange a site visit to review the current design of the bus stop, queuing situation, and related management measures, and then study how to enhance safety and the need and feasibility of expanding the pedestrian way. Regarding the cover constructed by the Government near the bus stop, he needed to check which department was responsible for the management and would reply to Members after the meeting.

43. Ms Hendrix TSANG of the TD indicated that for the suggestions regarding adding or extending the bus stop cover and reorganising queuing lines, the Department would discuss the feasibility with the bus company. The Department would also closely

monitor the progress of the works for adding a cover at Prime View Garden bus stop and hoped the bus company would complete the works as soon as possible. In addition, given heavy pedestrian flow there during morning peak hours, adding benches might impact the queuing passengers. During the site visit, the Department would study whether there was enough space to install benches to provide passengers with a more comfortable waiting environment.

44. Members raised the second round of comments and enquiries, summarised as follows:

- (i) Members indicated that they had previously consulted MTR about the distribution box for Light Rail behind Prime View Garden bus stop, and MTR indicated they could accommodate relocation of the distribution box. They hoped the TD would actively communicate with MTR for expanding the pedestrian way; and
- (ii) Members pointed out that there was a small path near the Light Rail stop close to the street, where many citizens passed through. When vehicles made a turn on the bend towards the bus stop, it posed a certain danger to pedestrians, so they recommended that the TD add railings for safety considerations.

45. Mr WONG Tik-wai of the TD acknowledged Members' opinions and stated that the Department would assess the feasibility of adding railings during the site visit. As for relocation of the distribution box for Light Rail, the Department would consult MTR when studying the plan for expanding the pedestrian way.

46. The Chairman requested the Secretariat to arrange for a site visit.

Secretariat

[Post-meeting note: The site visit was conducted on 17 January 2025.]

V. Reporting Item

(A) Report by the Transport Department (TTC Paper No. 52/2024)

47. Members raised comments and enquiries, summarised as follows:

- (i) Members pointed out that from 20 September to 14 November 2024, the number of traffic accidents on Tuen Mun Road reached 81, averaging about 1.44 accidents per day, which was an unreasonable level, severely affecting schoolchildren going to school. They urged the TD to acknowledge and take proactive measures to resolve the issue;

- (ii) Members believed that the accident figure in Tuen Mun town centre exceeded 42 and enquired whether the TD's figure included breakdowns and how the figure was calculated;
- (iii) Members requested the TD to provide detailed data and classifications on the causes of traffic accidents to help them understand more about potential issues and traffic black spots; and
- (iv) Members suggested that the TD and the Police make reference to the practices adopted by Mainland authorities and actively used technology to reduce traffic accidents.

48. Mr Louis HON of the TD stated that the accident figure included not only traffic accidents but also emergency repairs carried out on Tuen Mun Road and breakdowns of vehicles that had to stop on the shoulder. It was calculated with the record provided by the Department's 24-hour Emergency Transport Coordination Centre, which monitored traffic and coordinated with other parties during accidents using cameras located throughout various districts, ensuring that roads were cleared as quickly as possible and disseminated traffic accident information across different platforms to drivers. For traffic accidents on Tuen Mun Road, the Police would investigate the cause of each accident, and for individual severe cases or locations with frequent accidents, a dedicated team for handling traffic safety under the TD would follow up and study improvement measures if necessary. For example, in 2022, the Department commissioned the HyD to add traffic signs on Tuen Mun Road and collaborated with the Police and other departments to install speed enforcement cameras at appropriate locations.

49. Members raised the second round of comments and enquiries, summarised as follows:

- (i) Members enquired whether the Department's definition of traffic black spots aligned with that of the Police and stated that it would be too late to propose improvements only after accidents and casualties occurred;
- (ii) Members noted that at the last meeting of the TTC, Members hoped that the TD would provide classifications of traffic accidents, but the Department had not responded. They requested relevant data from the TD;
- (iii) Members asked whether the TD would implement additional measures besides laser gun speed check operation to address traffic safety issues in the future; and
- (iv) Members asserted that the absence of fatalities did not represent road safety, and the TD should not focus solely on traffic black spots but also address various

traffic issues, such as many heavy vehicles cutting in line on Wong Chu Road. They recommended that the Department assess whether the current road design in the district met the pace of population growth.

50. Mr Louis HON of the TD stated that among the 81 traffic incidents mentioned, 57 were classified as traffic accidents, while 21 were vehicle breakdowns, and the remaining three incidents involved fallen trees, fires, and emergency repairs. If necessary, the Department would consider including the classifications in reports for Member's reference. Regarding traffic congestion on Tuen Mun Road, the Department had short, medium, and long-term measures in place. In the short term, the Department would review traffic markings at specific locations and designate additional space for boarding and alighting at the TMRBBI to alleviate traffic flow. In the medium to long term, the Department would collaborate with the HyD to implement roadworks in the district, aiming to reduce traffic load on roads once the works were completed, thus relieving congestion on Tuen Mun Road. The Department would continue to follow up on the congestion issue on Tuen Mun Road with various departments.

51. Members raised the third round of comments and enquiries, summarised as follows:

- (i) Members suggested that the TD review current road network, reorganise bus routes, or suggest alternative routes to heavy vehicle drivers to alleviate traffic congestion on Wong Chu Road;
- (ii) Members hoped the Department would expedite improvements to the road design at the fork on Wong Chu Road towards Tuen Mun and the road leading towards Kowloon from Tuen Fat Road; and
- (iii) Members pointed out that the number of traffic accidents was closely related to traffic volume and suggested that the TD revisit the toll scheme for the Tai Lam Tunnel to divert traffic from Tuen Mun Road.

52. Mr Louis HON of the TD stated that the franchise for the Tai Lam Tunnel would expire on 30 May 2025. The new toll scheme, which would be a time-based charging scheme, implemented after the tunnel was taken over by the Government, had been communicated to the media. The tolls for private cars and other vehicle categories had been reduced to optimise the limited remaining capacity of the tunnel and alleviate traffic congestion on alternative routes while ensuring that the Tai Lam Tunnel would operate smoothly to support the logistics industry accessing routes to the New Territories and Kowloon. Furthermore, in setting the tolls for the Tai Lam Tunnel, the Department considered the development of the Northern Metropolis and the growing population in the Yuen Long District and the North District and would charge a reasonable toll based on the

“user pays” principle to cover tunnel management and operational expenses, aiming to keep the tunnel generally free-flowing in the future.

53. Mr Alex PONG of the TD stated that to improve traffic congestion in the Tuen Mun District, the Government was implementing a series of short, medium, and long-term measures. Long-term measures included the proposed Tuen Mun Bypass, while medium-term measures included major road widening works within the Tuen Mun District. In addition, the Department was developing corresponding short-term traffic management measures based on local traffic conditions, including intersection widening works at Ming Kum Road and Lung Mun Road, allowing vehicles travelling to and from Tuen Mun Road and the Tuen Mun - Chek Lap Kok Link more smoothly via Tsing Tin Road, Ming Kum Road, Tsing Wun Road, and Lung Mun Road, which would help divert traffic from Tuen Mun Road Town Centre Section and Wong Chu Road.

**(B) Report by the Highways Department
(TTC Paper No. 53/2024)**

54. Members noted the captioned report.

**(C) Report by the Hong Kong Police Force
(TTC Paper No. 54/2024)**

55. Members noted the captioned report.

VI. Any Other Business

56. A Member stated that at the fourth meeting of the TTC, the TD provided information on the New Territories Green Minibus (GMB) Route 43A, which showed a significant discrepancy between the intended service level and the situation reported by the public. Based on the headway of 12 minutes, there should normally be 80 departures per day. However, data provided by the housing estate indicated that the average number of departures per day was only 67 in October, with 20% service waiting times exceeding 18 minutes, and about half of service waiting times longer than 25 minutes. Worse still, there were three departures with waiting times exceeding 45 minutes. In light of the issues of lost trip and excessively long waiting times, he suggested that the Department adjust the service frequency for Route 43A during peak and non-peak hours and optimise the routeing for GMB Route 43 Series.

57. Mr Eric SIN stated that the Department had been closely monitoring the service level of GMB Route 43A and conducted multiple site inspections between September and November 2024 to address issues of lost trip and unstable service. The operator indicated that the instability in service was mainly due to a shortage of staff or traffic

conditions. In response, the Department had requested the operator to enhance driver recruitment to improve the service level and stability of the route and would continue to monitor the operation and service level of Route 43A. If necessary, they would follow up appropriately with the operator to improve minibus service. Regarding the proposal for Routes 43 and 43S to detour via Tsing Yung Street, the Department expressed reservation as these routes primarily served the residents around So Kwun Wat Tsuen and Nim Wan Tsuen, and the journey time was already quite long.

58. The Chairman suggested that Members follow up directly with the TD on the aforementioned matters after the meeting.

59. The Chairman announced the meeting closed at 5:00 p.m. The next meeting would be held on 13 February (Thursday) at 2:30 p.m.

Tuen Mun District Council Secretariat

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