

Minutes of the Fourth Meeting of Traffic and Transport Committee under
Yuen Long District Council in 2021

Date: 17 June 2021 (Thursday)

Time: 10:00 a.m. to 4:35 p.m.

Venue: Conference Room, Yuen Long District Council, 13/F., Yuen Long Government Offices, 2
Kiu Lok Square, Yuen Long

<u>Present</u>	<u>Time of Arrival</u>	<u>Time of Withdrawal</u>
Chairman : Mr CHEUNG Sau-yin	(Beginning of the meeting)	(End of the meeting)
Vice Chairman : Mr CHAN Shu-fai	(Beginning of the meeting)	(End of the meeting)
Members : Mr AU Kwok-kuen	(Beginning of the meeting)	(End of the meeting)
Mr CHAN King-lun, Kisslan	(10:45 a.m.)	(4:00 p.m.)
Ms CHAN Mei-lin	(Beginning of the meeting)	(End of the meeting)
Ms CHAN Sze-nga	(11:40 a.m.)	(End of the meeting)
Mr CHEUNG Chi-yeung, Felix	(10:45 a.m.)	(End of the meeting)
Mr FONG Ho-hin	(11:40 a.m.)	(End of the meeting)
Mr HAU Man-kin	(10:20 a.m.)	(1:10 p.m.)
Mr HO Wai-pan	(10:15 a.m.)	(11:55 a.m.)
Mr KWAN Chun-sang	(12:55 p.m.)	(1:40 p.m.)
Mr KWOK Man-ho	(12:25 p.m.)	(End of the meeting)
Mr KWONG Chun-yu	(Beginning of the meeting)	(1:40 p.m.)
Mr LAI Kwok-wing, Samuel	(Beginning of the meeting)	(End of the meeting)
Ms LAI Po-wa	(Beginning of the meeting)	(1:40 p.m.)
Mr LAI Wing-tim	(Beginning of the meeting)	(12:05 p.m.)
Mr LAM Chun	(Beginning of the meeting)	(1:40 p.m.)
Mr LAM Ting-wai	(Beginning of the meeting)	(End of the meeting)
Mr LEE Chun-wai	(11:40 a.m.)	(3:00 p.m.)
Mr LEE Wai-fung, Deco	(10:15 a.m.)	(3:40 p.m.)
Mr LEUNG Tak-ming	(Beginning of the meeting)	(3:20 p.m.)
Mr LI Chung-chi	(Beginning of the meeting)	(3:35 p.m.)
Mr MAK Ip-sing	(Beginning of the meeting)	(12:05 p.m.)

Mr MO Kai-hong	(Beginning of the meeting)	(End of the meeting)
Mr NG Hin-wang	(Beginning of the meeting)	(End of the meeting)
Ms NG Yuk-ying	(10:15 a.m.)	(End of the meeting)
Mr SHEK King-ching	(Beginning of the meeting)	(End of the meeting)
Mr WONG Wai-yin, Zachary	(10:15 a.m.)	(End of the meeting)
Mr YOUNG Ka-on	(Beginning of the meeting)	(11:15 a.m.)

Secretary : Miss TANG Hei-lam, Sophia Executive Officer (District Council)2,
Yuen Long District Office

In
attendance

Miss KWONG Hoi-ying, Rachel	Assistant District Officer (Yuen Long)2
Mr TSANG Kwong-wing, Kelvin	Senior Transport Officer/Yuen Long 1, Transport Department
Ms CHUNG Man, Emily	Senior Transport Officer/Yuen Long 2, Transport Department
Miss FOK Sze-man, Grace	Engineer/Yuen Long South, Transport Department
Mr LEE Kar-chun, Wilson	Engineer/Yuen Long East, Transport Department
Mr MAN Ka-ho, Wilson	Engineer/Yuen Long West and Yuen Long Central, Transport Department
Mr TSE Ho-hang	Engineer/Boundary, Transport Department
Miss CHAN Sin-hang, Michelle	Engineer/Special Duties 1, Transport Department
Miss CHEUNG Pui-yan	District Engineer/Yuen Long (East), Highways Department
Mr SHIH Yung-chi	District Engineer/Yuen Long (West), Highways Department
Mr LEUNG Kei-ching	Officer-in-charge, District Traffic Team (Yuen Long), Hong Kong Police Force
Mr TO Kai-cho	Engineer/16 (West), Civil Engineering and Development Department
Mr SHIU Wai-ming	Administrative Assistant/Lands, District Lands Office, Yuen Long
Mr FUNG Yu-ting	Assistant Housing Manager/Tenancy (Yuen Long

5), Housing Department

Items II(1) and (2)

Mr POON Chi-kin	Chairman of the Traffic and Transport Committee of the Tuen Mun District Council
Mr CHEUNG Kam-hung, Kenneth	Member of the Traffic and Transport Committee of the Tuen Mun District Council
Mr TSANG Chun-hing	Member of the Traffic and Transport Committee of the Tuen Mun District Council
Mr TSANG Kam-wing	Member of the Traffic and Transport Committee of the Tuen Mun District Council
Mr KUNG Wing-chun, Kenneth	Manager, Operations, The Kowloon Motor Bus Co. (1933) Ltd and Long Win Bus Company Limited
Mr TANG Ching-kit, Desmond	Assistant Manager (Planning & Development), The Kowloon Motor Bus Co. (1933) Ltd and Long Win Bus Company Limited
Ms LEUNG Ka-yan, Betsy	Manager (Public Affairs), The Kowloon Motor Bus Co. (1933) Ltd and Long Win Bus Company Limited
Mr KUNG Syu-yan, Louis	Operations Manager, Citybus Limited

Item III

Mr TANG Yung-yiu, Ronnie	Yuen Long District Council Member
Mr NG Piu, Lawrence	Senior Engineer 4/Universal Accessibility, Highways Department
Mr LIU Kin-kwan	Engineer 8/Universal Accessibility, Highways Department
Mr YEUNG Ho-wan, Frankie	Project Manager, Mannings (Asia) Consultants Limited
Mr LAI Wai-ting, Albert	Deputy Project Manager, Mannings (Asia) Consultants Limited

Item IV

Ms FUNG Shuk-yan	Senior Engineer 1/Universal Accessibility, Highways Department
Mr WONG Ka-ming	Engineer 14/Universal Accessibility, Highways Department
Mr CHAN Chun-hing	WSP (Asia) Limited - Project Engineer

Item II (4) and (5)

Ms Annie LAM

Public Relations Manager - External Affairs, MTR Corporation Limited

Absent

Mr HONG Chin-wah

Ms WONG Wing-sze

Absent with apologies

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Opening Remarks

1. The Chairman welcomed Members and government department representatives to the fourth meeting of the Traffic and Transport Committee (“T&TC”) under the Yuen Long District Council (“YLDC”) in 2021.

Item I: Confirmation of minutes of the first and second meeting and the third meeting in 2021

2. Members endorsed the above minutes unanimously.

Item II: Questions raised by Members:

(1) **Mr MO Kai-hong proposed to discuss the proposal to reinstate bus routes between Tin Shui Wai and Tuen Mun (T&TC Paper No. 53/2021)**

(2) **Ms LAI Po-wa proposed to discuss the service of bus route 69M (T&TC Paper No. 54/2021)**

3. The Chairman proposed to discuss the two items above together since they were related.

4. The Chairman welcomed the following person(s) to the meeting:

Traffic and Transport Committee of Tuen Mun District Council (TM T&TC)

Chairman	Mr POON Chi-kin
Member	Mr CHEUNG Kam-hung, Kenneth
Member	Mr TSANG Chun-hing
Member	Mr TSANG Kam-wing

The Kowloon Motor Bus Co. (1933) Ltd (KMB) and Long Win Bus Company Limited

Manager, Operations	Mr KUNG Wing-chun, Kenneth
Assistant Manager (Planning & Development)	Mr TANG Ching-kit, Desmond
Manager (Public Affairs)	Ms LEUNG Ka-yan, Betsy

Citybus Limited (Citybus)

Operations Manager	Mr KUNG Syu-yan, Louis
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5. Members' views on the issue were summarised as follows:

- (1) Members said that the terminated Route A73 had been able to serve the areas from Tin Shui Wai to Tuen Mun. In 2009, the Transport Department (TD) cancelled the bus route despite the opposition of the YLDC, so members of the public had to first take the West Rail Line and then interchange to Route "K" buses, and the journey became circuitous;
- (2) Members said that the T&TCs of both the Tuen Mun District Council ("TMDC") and the YLDC held a clear position to strive for the addition of bus services between Tuen Mun, Yuen Long and Tin Shui Wai. However, the written reply of the TD did not respond positively to the appeal. It only said that 140 bus routes and 60 minibus routes had been set up in the districts to go to Kowloon and Hong Kong Island, ignoring that there had been no Light Rail Train (LRT) from Tin Shui Wai North to Tuen Mun. Only Route 751 in Tin Shui Wai could go to Tuen Mun, and it was a single-compartment train. Many passengers at the last station at Tin Tsz Estate could not board the bus. Route 751 was not going via such locations as Tin Ching, Tin Heng, Grandeur Terrace and Gianni Cove. In addition, while new housing estates had been completed in succession in north Tin Shui Wai, and the coverage of the LRT was limited by laid tracks, the service was saturated at present. Members suggested that the TD should increase bus service to make up for the shortage of

transport services from Tin Shui Wai to Tuen Mun;

- (3) Members considered that the traffic in Tuen Mun and Yuen Long had to be viewed as a whole and traffic planning had to take into consideration population growth. The population of Tuen Mun and Yuen Long continued to rise, there would be an increase of 80,000 residents in Yuen Long South, 40,000 to 50,000 residents in Kam Tin Development Plan, and there would be a certain population growth at Tuen Mun Ferry Pier. However, the problem of railway service saturation had not yet been solved, and the plan of Tuen Mun to Tsuen Wan Link had stalled. Passengers taking the railway from Tuen Mun had to go through Yuen Long to get to the urban area, while midway stations in Yuen Long had to face the problem of frequent full load of trains, so that it was often difficult for passengers at the Kam Sheung Road Station to board the train;
- (4) Members said that since the commissioning of the LRT and the West Rail Line, Tuen Mun and Yuen Long were no longer accessible from each other by bus. The TD had always adhered to the Policy Bureau's strategy of taking the railway first. Officials often claimed that there would be bus access after the housing was completed, but it had not been implemented yet after a long time. They were worried that bus services would be further reduced after the commissioning of the Tuen Ma Line;
- (5) Members said that it would be ideal to operate an official joint working group of the two districts, but the traffic matters of the two districts might not necessarily be followed up in the form of a working group. At present, Tuen Mun, Yuen Long and Tin Shui Wai had short-term and long-term traffic problems. Members hoped that the two districts of Yuen Long and Tuen Mun could work closely together from this meeting onward and discuss the bus route planning of the two districts first. Members believed that more actual data and more specific opinions had to be collected before the implementation of bus routes, but Members could at least help bus companies lobby government departments at this stage;
- (6) Members said that residents in the districts had been preliminarily consulted on the routing of bus services in Yuen Long and Tuen Mun. The public generally believed that Yuen Long Highway should be used. In addition, some members of the public suggested setting up a bus stop in Shek Po Tsuen to facilitate the public's access to Hung Shui Kiu Hospital;

- (7) Members suggested that the TD should consider setting up a hospital bus route. A circular route could be set up to go to the proposed Hung Shui Kiu Hospital and the existing Tin Shui Wai Hospital, Tuen Mun Hospital and Pok Oi Hospital. As Tuen Mun Hospital covered a wide range of specialties, many residents in Yuen Long had to go to Tuen Mun Hospital. Although Bus Route 53 in Yuen Long ostensibly ran via Tuen Mun Hospital, however, in fact, the Tuen Mun Hospital bus stop was separated from the hospital by a river, and many grass-roots people were forced to take taxis to Tuen Mun Hospital for their follow-up appointments; Members pointed out that the KMB itself had many types of vehicles suitable for a hospital line, such as low floor designed buses;
- (8) Members said that although Tuen Mun residents would welcome bus routes between Tuen Mun, Yuen Long and Tin Shui Wai, they did not want them to use the same routeing of the old Route A73, nor did they suggest that the route to run through the whole Tin Shui Wai to arrive at Hung Shui Kiu and Tuen Mun. They hoped that the TD and the bus companies could put forward more feasible proposals. Members felt that the response of the representatives of the TD during the last discussion on bus routes at the Tuen Mun T&TC was more positive than in the past. They hoped that an informal meeting could be held with the TD in this summer vacation to discuss the specific routeings of bus services in the two districts. The goal was to establish two to three new cross-district bus routes between Tuen Mun, Yuen Long and Tin Shui Wai;
- (9) Members considered that the bus sectional fare scheme introduced last year encountered obstacles in order to protect the revenue of the MTRCL on the eve of its introduction. In the end, the scheme could be implemented to only half of the routes as scheduled, but it had still brought significant changes to the traffic in Tuen Mun and Yuen Long; Members inquired whether the bus companies could provide data to help understand the impact on bus services after the introduction of sectional fare in July last year. Members hoped that more bus routes in various district would introduce sectional fares, so that residents could take long-distance bus routes to meet short-distance commuting needs, and that it could also help bus companies earn income during the epidemic;
- (10) Members said that after the opening of the Tuen Mun-Chek Lap Kok Tunnel, many bus routes, such as the new Route E36A of LWB, ran via Tuen Mun. Members believed that it would take some time to fight for bus routes between Tuen Mun, Yuen Long and Tin Shui Wai. They hoped to first introduce sectional fare to the bus

routes passing through the Tuen Mun-Chek Lap Kok Tunnel in the short or medium to long term to test the passenger volume and potential problems of cross-district bus routes between Tuen Mun, Yuen Long and Tin Shui Wai;

- (11) Members said that some airport bus routes had been reduced frequency recently for the passenger volume was too low. They proposed to use the resources to pilot Tuen Mun, Yuen Long and Tin Shui Wai bus routes at the time of reducing airport buses. In the past, the government's policies generally took several years to be officially introduced. Members believed that the aviation industry would have recovered at that time, so they hoped the government could try out the relevant suggestions as soon as possible during the epidemic;
- (12) Members considered that the KMB and Citybus had responded positively to the opening of new bus routes between Tuen Mun, Yuen Long and Tin Shui Wai. The Bus Route Planning Programme for this year had proposed the opening of a new bus route from Tin Shui Wai North to Tung Tau. They inquired whether the TD would respond positively to the establishment of new routes from Tin Shui Wai to Tuen Mun in the coming year; and
- (13) Members said that residents had reported that the buses in the district that had been running every 15 to 20 minutes had often been changed to every 25 minutes, which caused passengers to run late. The affected bus routes included Routes 69M, 265B, 269M, 69X, 269C and 269B. Among them, 69M was a very busy bus route. During peak hours, it could run as frequently as every 2 to 3 minutes, but it took nearly 19 minutes to catch a trip of it in the last two days. The KMB had replied that lost trips were caused by buses out-of-order and the shortage of bus drivers. Members hoped that the KMB could deploy vehicles to replace the out-of-order buses. The KMB could also consider hiring retired drivers as temporary workers or renewing short-term contracts with them. Members also hoped that the TD would assist in monitoring lost trips of buses.

6. The views of Mr POON Chi-kin of Tuen Mun T&TC on the issue were summarised as follows:

- (1) He said that the TMDC and the YLDC had had different joint activities since 2019, and the current term of the DCs respectively endorsed the establishment of the Joint Working Group of Yuen Long-Tuen Mun District Councils on Traffic and Transport, hoping to speed up the improvement process of the regional traffic in Tin Shui Wai,

Tuen Mun and Yuen Long, but it failed to run due to different reasons and administrative problems; until May this year, TM and YL T&TC members tried to invite each other to attend the other's committee meetings. Members of the Yuen Long T&TC also attended the ninth meeting of the Tuen Mun T&TC of the current term as guests;

- (2) He said that Tuen Mun, Yuen Long and Tin Shui Wai were relatively close to each other and far away from other parts of Hong Kong. Therefore, the residents' living circle was mainly around these areas. There was a geographical concept integrating the whole northwest New Territories. However, after the commissioning of the West Rail Line, the traffic in northwest New Territories was monopolised by the railway. When the railway service was blocked, residents of northwest New Territories would have no basic transport to meet their needs for work and life. Therefore, they had repeatedly discussed with the representatives of the TD in Tuen Mun and Yuen Long on how to use road vehicles other than the railway to improve transport linkage between Tuen Mun and Yuen Long. He hoped the meeting today would be the beginning. He also hoped that the two DCs would have an opportunity to exchange views on livelihood and welfare issues when necessary;
- (3) He said that the idea of setting up a hospital line had been mentioned in the last meeting of the TM T&TC. In addition, they were also striving to make two-way sectional fare arrangements for the new bus routes from Yuen Long or Tin Shui Wai to the airport through the Tuen Mun-Chek Lap Kok Tunnel from 20 June this year. The bus companies responded positively to the Members' opinions, which proved that it was feasible to operate the bus routes between Tuen Mun, Yuen Long and Tin Shui Wai from a business perspective. Especially when the LRT and the West Rail Line were saturated, if the routes proposed by the bus companies could meet the needs of the public, he believed it would be supported by the Council;
- (4) He considered that Members of the TM and YL T&TCs shared the same position on different transport matters, including the introduction of two-way sectional fares for airport bus routes; he said that the two-way sectional fare schemes in Yuen Long and Tin Shui Wai were more extensive and comprehensive than that in Tuen Mun. Tuen Mun had fought repeatedly before individual routes in Tuen Mun were included in the two-way sectional fare scheme. He noted that the TD was worried about affecting the existing traffic ecology, passenger volume and long-distance bus service demand. However, it was believed that the TD had to apply a new mindset when it looked at opening new bus routes and increasing the concessionary schemes;

and

- (5) He hoped to continue to meet with representatives of the TD together with the YL T&TC in the future, including expressing their demands in the form of informal meetings. He also hoped that the views expressed to the TD and bus companies by the two DCs would make progress this year.

7. The views of Mr Kenneth CHEUNG of the TM T&TC on the issue were summarised as follows:

- (1) He pointed out that a large population would be added to the northwest New Territories in the future, and transportation was an important supporting facility for regional development. At present, the railway and the LRT services were saturated, so how to divert the traffic when the population increased further had to be considered. The TM T&TC discussed in their last meeting the bus routes between Tin Shui Wai North and Tuen Mun. At present, the initially proposed new bus routes were from Tin Shui Wai North to Tuen Mun Hospital, Tuen Mun Government Offices and Tuen Mun school zone;
- (2) He indicated that the existing Route 261 bus to Sheung Shui was using Yuen Long Highway and did not serve the residents of Lam Tei. He suggested that the bus route from Tin Shui Wai North to Tuen Mun could use Castle Peak Road. There were six bus stops in the rural suburbs along the way, which could reduce stops and shorten the journey. For example, three major stops could be set up at Chung Uk Tsuen, Nai Wai and Lam Tei, and Yuen Long Highway could be used for the return trip to facilitate the journey home of residents in Yuen Long and Tin Shui Wai; and
- (3) He said that many elderly people and students in Tin Shui Wai had to go to Tuen Mun Hospital, health centres and school campuses. It was difficult to board the train at Nai Wai and Lam Tei LRT Stations during peak hours in the morning. If it happened to be a rainy day, only one-third of the waiting areas on the platform were equipped with covers, and many passengers had to wait for the train in the rain; at present, passengers could go to Hung Kiu, San Hui, Town Centre or Waldorf Commercial Centre by Routes 63X and 68A, but there was no bus route going to Tuen Mun Hospital and school zone. He hoped that a bus route could be operated as a circular route between the locations concerned, and sectional fares could be implemented for passengers getting on and off from Hung Shui Kiu to Lam Tei. He suggested that Members of Tuen Mun and Yuen Long could provide options of

concrete bus routes for the TD and the bus companies to explore in depth.

8. The views of Mr TSANG Chun-hing of the TM T&TC on the issue were summarised as follows:

- (1) After YL District Councillors attended the meeting of the TM T&TC last week, some traffic problems that had to be discussed between the two districts were found. For example, many new housing estates were expected to be completed in the areas around Ping Shan South and Hung Shui Kiu, with a population growth of hundreds of thousands. Moreover, there were insufficient employment opportunities in the districts themselves, so transportation facilities were a top priority. In addition to the TD, the Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD) might also be required to participate in handling relevant transport planning issues;
- (2) He said that there was no independent school network in Hung Fuk Estate at present. So, he expected that many students would have to go to Tuen Mun. The feeder buses or the existing routes were not enough to meet the needs of going to and from Tuen Mun, while it was difficult to board the LRT at Hung Shui Kiu Station during peak hours. Increasing bus routes was therefore imperative;
- (3) He said that the Tuen Mun-Chek Lap Kok Tunnel would be opened soon, and the airport bus routes and Route "E" buses would be reorganised. The Tuen Mun-Chek Lap Kok Tunnel and Tuen Mun Bypass were planned together at first. However, the Tuen Mun Bypass had not been completed yet and thus could not help divert the traffic flow to the airport coming through the Tuen Mun-Chek Lap Kok Tunnel. The delay of the project had led to the accumulation of problems that had to be dealt with in the current term of the DC. He hoped to discuss relevant issues at the meeting of the Joint Working Group, or even further invite the North District Council to discuss the restructuring of North District bus routes together;
- (4) He agreed with the proposal of adding hospital routes, the trend of ageing population in Tuen Mun and Yuen Long was becoming more and more obvious. Although the TD said that there were a number of means to support transport to the hospital, including buses, minibuses and railways, many wheelchair users had been reporting that they felt uncomfortable taking minibuses to Pok Oi Hospital; and
- (5) He considered that the minibus services connecting Tuen Mun, Yuen Long and Tin

Shui Wai were insufficient. GMBs could only use Yuen Long Highway to go between Yuen Long and Tin Shui Wai. Only one red minibus route could go via Castle Peak Road to connect Yuen Long to Hung Kiu in Tuen Mun Town Centre, but not to Tuen Mun West, where many housing estates were located. At the meeting of the TM T&TC, KMB and Citybus representatives also expressed their willingness to study new bus routes, so he hoped that the TD would respond to the appeals of the residents in the two districts as soon as possible.

9. The views of Mr TSANG Kam-wing of the TM T&TC on the issue were summarised as follows:

- (1) He said that Tuen Mun and Yuen Long districts had always been lacking external supporting facilities, but the government obstructed the development of the transportation network between the two districts. The only choice was the West Rail. People's livelihood could be considered for the new bus routes connecting Tuen Mun and Yuen Long. Although the facilities in Tuen Mun and Yuen Long were relatively comprehensive, the facilities in the two districts could be used alternately in fact. Members of the public in Tuen Mun and Yuen Long District had to take the LRT and West Rail respectively to go to the market in another district. In addition, there were three sports centres in Tin Shui Wai and two larger sports complexes in Tuen Mun. He hoped that there would be more convenient transportation for the residents of the two districts to enjoy those facilities together;
- (2) He said that when Tuen Mun Road was blocked, Tuen Mun residents could only stay in the district. It was hoped that there could be a relatively affordable route for Tuen Mun residents to shuttle across the district. After the commissioning of the Tuen Ma Line, its fare was much higher than that of the bus, and the fare of the new bus routes of the KMB was much cheaper than that of the railway. At the same time, it could save interchange time from the LRT to the railway. For example, if a member of the public wanted to go rock climbing from Tuen Mun to Tin Fai Road Sports Centre in Tin Shui Wai by rail transport, he would have to interchange three times carrying dozens of kilograms of equipment; and
- (3) He said that many Yuen Long residents would go to Tuen Mun for supper, resulting in a lot of illegal parking. If there were cross-district buses, illegal parking might be reduced.

10. Ms Emily CHUNG of the TD gave a consolidated reply as follows:

- (1) She had noted Members considered that LRT Line 751 failed to cover most of the north of Tin Shui Wai and that residents of Tin Tsz Estate might have difficulty boarding the train during peak hours;
- (2) She had noted that a hospital would be completed in Hung Fuk Estate and Members' concern about the connection route between hospitals;
- (3) She said that in view of the lost trips of KMB Route 69M, the traffic records of the route had been checked. In mid-May, there were lost trips due to insufficient captains. The TD had checked the bus traffic records in late May and the service had returned to normal. In addition, a field survey was conducted in Tin Shui Estate on 10 June, and they will continue to pay attention to the problem of lost trips mentioned by Members;
- (4) She had noted Members' opinions on the bus restructuring after the commissioning of the Tuen Ma Line and would forward them to relevant colleagues for follow-up;
- (5) She had noted the views of TMDC members and would pay close attention to the population growth in the new development areas of Ping Shan South and Hung Shui Kiu. They would also pay attention to the demand for public transport to Tuen Mun or Tin Shui Wai because there was no school network in Hung Fuk Estate. They would also take note of the proposal of adding bus routes to serve facilities that concerned people's livelihood such as hospitals and community centres, which would be submitted to relevant colleagues for follow-up;
- (6) She had noted Members' suggestions on the temporary arrangements that could be made by the bus companies for the current shortage of passengers on airport bus routes. On-going communication with Members would be welcomed;
- (7) She thanked Members for reminding the meeting the importance of Tuen Mun Hospital to Yuen Long residents, and the issue would be handed over to relevant colleagues for follow-up;
- (8) She said that Route E36A would provide services from 20 June, and colleagues would review the proposal of implementing two-way sectional fares on the route; and

- (9) In response to the request to undertake to open new bus routes between Tuen Mun, Yuen Long and Tin Shui Wai at the meeting, she said that she had no relevant information and would submit the request to relevant colleagues for follow-up.

11. Mr Desmond TANG of the KMB gave a consolidated reply as follows:

- (1) He said that the KMB had operated local routes in Tuen Mun and Yuen Long before 1988. After the commissioning of the LRT, some routes were cancelled for various reasons. At present, the KMB was still operating out of district routes connecting Yuen Long and some areas of Tuen Mun, such as Routes 68A and 63X, and launched sectional fares by Octopus in 2020, which included 17 bus routes and 35 Octopus card validators were set up. Until April 2021, the scheme had been extended to 34 bus lines and used 53 Octopus card validators. The company would continue to improve the sectional fare scheme as a short-term measure for bus services between Tuen Mun, Tin Shui Wai and Yuen Long;
- (2) He had noted that no matter Route 63X or Route 68A, the routeing was rather direct and primarily went via major stations, and the coverage in Tuen Mun or Tin Shui Wai area might not be sufficient. The company did not have relevant arrangements for the routeing of new bus routes at the moment, but was willing to discuss with the T&TC and the TD the feasible proposal of setting up new bus routes. If there was room for more bus services in the district, the KMB was willing to cooperate;
- (3) He said that after Routes “A” and Routes “E” of LWB were diverted to the Tuen Mun-Chek Lap Kok Tunnel on 20 June, stops would be set up in Tuen Mun, such as Route E36A, and a sectional fare would be arranged for the section returning to Yuen Long. He understood that members of the public wanted to introduce sectional fares also for the section going to Tuen Mun. However, the passenger volume of the airport bus routes had indeed been greatly affected by the epidemic, and the company was looking for different proposals to make up for the losses. The company would take into account Members’ views on two-way sectional fares and review the service after the implementation of new airport routes; and
- (4) He said that there was no actual data on the utilisation rate after the introduction of the sectional fare scheme, but it was preliminarily known that there would be a certain number of passengers on each bus paying by the two-way sectional fare. At present, passengers responded positively to the addition of sectional fare based on

existing services. Therefore, the expansion of coverage of two-way sectional fare bus routes would continue, and the inclusion of Route “E” buses would also be considered when expanding the two-way sectional fare scheme.

12. Mr Louis KUNG of the Citybus gave a consolidated reply as follows:

- (1) He said that the company’s service scope in Tuen Mun and Yuen Long mainly covered cross-harbour tunnel routes and Shenzhen Bay Port routes within Tuen Mun. It would try to improve the bus services connecting the two districts after absorbing past experience. It had proposed the night service of Route N969 to the TD about seven years ago, hoping to bring the night service into the areas of Tin Shui Wai, Hung Shui Kiu and Ping Shan. It had made a proposal in the last Bus Route Planning Programme to arrange for Route N969 to set up a station in Tuen Mun in the early morning when it went towards the urban area from Tin Shui Wai. It also agreed to set up two-way sectional fares to provide relatively low fare services to residents of the two districts. After the implementation of the proposal, it would learn from the experience and research data, and further strengthen the evaluation of the planned intra-district and inter-district routes. The company was also willing to study all kinds of information and needs put forward by Members, such as adding hospital routes
- (2) He said that the Citybus had also discussed with the TD about the intra-district or inter-district routes starting from or ending at Yuen Long or Tuen Mun in the past, hoping to further expand the company’s operation network. The company was willing to cooperate with the TD and the DCs in organising new projects. If the TD had projects put up for tendering, it would also actively participate; and
- (3) He said that at both the meetings today and of the last TM T&TC, Members’ opinions were received. After collecting more opinions, the most feasible and urgently needed bus routes would be planned, and suggestions would be made to the TD when necessary, hoping to implement the relevant services as soon as possible in accordance with the established procedures of the TD.

13. The Chairman concluded that the MTR was overloaded in Yuen Long with the population of the new development areas, while the new road network in Yuen Long was closely related to Tuen Mun, and the traffic network planning therefore would require the support of Tuen Mun before it could be implemented. He hoped to continue to communicate with the TM T&TC in the future to narrow the differences between the two districts and improve the traffic networks in Yuen Long and

Tuen Mun.

**Item III: Universal Accessibility Programme – Retrofitting of lifts for 10 existing pedestrian walkways in Yuen Long District (Structure nos: NS223, NF143, NF259, NF273, NF307, NF383, NF392, NF393, NF404 and YL01)
(T&TC Paper No. 42/2021)**

14. The Chairman welcomed the following person(s) to the meeting:

Yuen Long District Council

Councillor

Mr TANG Yung-yiu, Ronnie

Highways Department

Senior Engineer 4/Universal Accessibility

Mr NG Piu, Lawrence

Engineer 8/Universal Accessibility

Mr LIU Kin-kwan

Mannings (Asia) Consultants Limited

Project Manager

Mr YEUNG Ho-wan, Frankie

Deputy Project Manager

Mr LAI Wai-ting, Albert

15. Mr Lawrence NG of the HyD and Mr Albert LAI of the Consultancy briefly introduced the above paper.

16. Members' views on Castle Peak Road (Yuen Long Section) near the footbridge on Tung Shing Lei Road, Yuen Long (Structure No.: NF143) were summarised as follows:

- (1) Members came to know from the design drawing that the location of the lift in the direction of Long Shin Estate occupied part of the cycle track. The location was originally very narrow and posed a danger to both pedestrians and cyclists. There was no such a problem with the lift in the direction of Tung Shing Lei of the footbridge;
- (2) Members said that the consultancy had suggested that if an additional lift was to be built without occupying the cycle track, dismantling the existing stairs could be considered, but they would have to make a choice between the stairs and the lift, while the ramp could be retained. However, it was hoped that the stairs and the additional lift could be retained at the same time;

- (3) Members said that the construction period of the lift would take two to three years, which might affect residents' habit of using the footbridge. They hoped to make another appointment with the consultancy to conduct on-site inspection and offer opinions to the HyD and the consultancy on behalf of the neighbourhood;
- (4) Members said that after the completion of the nearby development projects, the pedestrian flow of Tung Shing Lei footbridge was expected to increase, but the footbridge was very dilapidated. Members suggested to rebuild the whole footbridge as a standard footbridge;
- (5) Members said that the cycle track was connected to Nam Sang Wai. During holidays, there would be many cyclists in Tung Shing Lei. They learned that the HyD had no plan to re-pave the cycle track, and there was only a very narrow position next to the footbridge for cyclists to push their bicycles through. Members were worried that it would lead to the problem of competition for the way between pedestrians and cyclists; in addition, there was a junction near the footbridge, and there was a car beauty shop in a deeper position. Many drivers would go through the junction to wash their cars on holidays, which could cause safety problems;
- (6) Members considered that the pedestrian flow of Tung Shing Lei footbridge was less than that of Tin Shing Court, so they did not understand why a lift had to be built to Tung Shing Lei footbridge; and
- (7) Members said that the Tung Shing Lei footbridge had a long history and was used by more people going to and from Pok Oi Hospital. It could affect many wheelchair users and the elderly of Long Shin Estate. They agreed that the lift should be built as soon as possible to cope with future development.

17. Members' views on the footbridge connecting Yuen Long Plaza across Castle Peak Road (Yuen Long Section) near Fung Nin Road (Structure No.: NF307) were summarised as follows:

- (1) Members said that the pedestrian flow of the footbridge could be as high as 1,500 people per hour, which was obviously higher than that of other footbridges. He understood that the ten projects were tendered under one single contract. If the contractor was to decide the order of construction, the interests of Yuen Long residents might not be the primary consideration. They requested the HyD to check the sequence of works and to urge the contractor to complete the works of this footbridge as soon as possible;

- (2) Members said that the footbridge could connect multiple locations, from Fung Nin Road through Yuen Long Plaza until the side of the bus stop and near the Long Ping LRT Station. There was an escalator on the other side of the footbridge to Chun Yin Square. Members suggested to add an escalator in the direction of Fung Nin Road to help divert pedestrian at the narrow crossing with traffic signals at the nearby Fung Nin LRT Station and busy junctions; Members inquired about the reasons why an escalator could be built on the other side of the footbridge at that time, whether the standards in the early years were different, or whether the pedestrian flow of the footbridge was not calculated based on the whole set of footbridges and the pedestrian flow there was higher; and
- (3) Members expressed reservations about the way the Department calculated the flow of pedestrians. The HyD only calculated the usage per hour. However, there could be a large flow of pedestrians in some locations during commuting hours. The average flow of pedestrians might not meet the minimum requirements of the Department, but many people actually needed relevant facilities.

18. Members' view on the footbridge across Hong Kong Wetland Park Road near Tin Shui Road (Structure No.: NF383) were summarised as follows:

- (1) Lift No. 1 of the project was located on the pedestrian way, which would hinder the passage of pedestrians. Although part of the planter had been removed to release space, members of the public would not bypass the lift. Members suggested that the whole planter be removed to open up the whole pedestrian way; and
- (2) Some Members did not recommend the construction of a lift at the relevant location because the utilisation rate was low and at-grade pedestrian crossings had been set on Wetland Park Road.

19. Members' view on the footbridge across Tin Kwai Road and Wetland Park Road (Structure No.: NF382) were summarised as follows:

- (1) Members asked the TD whether there would be a pedestrian crossing between Wetland Park Road and Tin Kwai Road. Residents of Wetland Season Park had to go to nearby shopping malls and markets through the footbridge and the lifts. If there was no pedestrian crossing, the lift would need a large capacity; and

- (2) Members said that the location of Lift No. 2 of the project would hinder the pedestrian way, and it would be difficult for pedestrians to get pass the planter to cross the road to the pedestrian way on the other side. Members suggested to convert the planter into a sidewalk close to the lift to avoid pedestrians entering the dead end.

20. Members' view on the footbridge across Tin Yiu Road near Tin Shui Wai Police Station and Tin Shing Shopping Centre (Structure No.: YL01) were summarised as follows:

- (1) Members indicated that the location of the lift was facing the residential units on the first to second floors of Yiu Man House, Tin Yiu Estate. They requested the Department to pay attention to the noise problem during the project of the contractor;
- (2) Members indicated that the location of the lift could block members of the public waiting for the bus in front of or behind the lift during the morning peak hours. Members suggested to remove the planter in front and move the bus stop more to the front. They also recommended that the lift adopt the design with doors that could open in front and at the back to help divert the flow of pedestrians. The flow of pedestrians leaving the lift needed not force themselves in the same direction to go pass the lift; and
- (3) Members hoped that the HyD would provide the DC with detailed design drawings when there were changes in the lines on the roadside.

21. Members' other views on the issue were summarised as follows:

- (1) Members said that only three locations could be selected for building barrier-free facilities in the past. They wanted to confirm whether all of the ten projects could be implemented this time;
- (2) Members inquired whether there was no place in Yuen Long that would require installation of barrier-free facilities after the implementation of the ten projects. For example, there was only a spiral ramp on one side of the footbridge in Shui Pin Wai Estate, and whether there was no plan to build a lift at that location in the future;
- (3) Members suggested that footbridge lifts should be arranged to be built in the rural areas in Yuen Long Town Centre first under limited resources;

- (4) Members said that they had been liaising with the HyD and the TD from 2016 to 2017 to request for the construction of lifts to the footbridge near Fung Nin Road connecting Yuen Long Plaza (Structure No.: NF307). However, since the footbridge was connecting the LRT Station and the shopping centre, the government responded that the construction of lifts there could involve the suspicion of sending benefits to the operator of the shopping centre or the MTRCL. Members inquired how was the consideration now to construct lifts at the same location., when Structure No. NF404 was another example of footbridge connecting the West Rail Line, and whether assisting the public to enter an area operated by the MTR would no longer involve the transfer of benefits;
- (5) Members agreed with the TD that the purpose of building lifts was to facilitate the public to cross the roads. On the other hand, there was a great need for lifts at Exit E of Long Ping Station. There was no ramp designed at this location, and pedestrians could only use the stairs. However, when inspecting Exit E of Long Ping Station with the TD in 2020, the Department also expressed concerns over transferring benefits to the MTRCL. Members hoped that the TD and the HyD could actively promote the proposal to build a lift at Exit E at Long Ping, and believed that the greatest beneficiaries would be the public;
- (6) The construction of two lifts in San Tin was not recommended because there was little flow of pedestrians; and
- (7) Members had no special comments on the lift projects with footbridge structure numbers: NS223, NF259, NF273, NF393 and NF404.

22. The views of Mr Ronnie TANG of the YLDC on the issue were summarised as follows:

- (1) He inquired about the reasons for the construction of lifts at the currently chosen footbridge sites, the construction period, and the cost of building lifts based on the experience of the Department;
- (2) He inquired whether the HyD had collected the views of DC members or the public before deciding on the sites;
- (3) He said that Members would oppose strongly to the construction of a lift to footbridge Structure No. NF393 if it were not for the phased development of public

housing projects in Ng Ka Tsuen and the construction of private housing estates above the LRT; first, it would be a waste of money; second, as DC member of the constituency concerned, he thought that the pedestrian flow there was low, he did not understand why this project was proposed a few years ago. Departments should be careful when considering building footbridges in rural areas to avoid wasting resources; and

- (4) In addition, he considered that the construction period of three years was too long, which was even longer than the construction of a building.

23. Mr Lawrence NG of the HyD gave a consolidated reply as follows:

- (1) He said that the location of Lift No. 1 of Tung Shing Lei Structure No. NF143 Project occupied part of the cycle track due to space constraints. He had noted Members' proposal to build a lift at the location of the stairs. As to whether the stairs could be relocated or whether temporary stairs could be provided during construction, a study in detail would be conducted with the consultancy. If only the ramp was left, pedestrians might need more time to get to the bus stop; the Department and the consultancy would first arrange on-site inspections with DC members to determine the feasibility of the proposal;
- (2) He said that there was no plan to rebuild the Tung Shing Lei footbridge for the time being;
- (3) He had noted the comments that the cycle track at the location of Tung Shing Lei Footbridge Project (Structure No. NF143) was used very heavily during holidays and that there was a car beauty shop nearby. Safety issues during construction would be considered in the detailed design and in the construction stage;
- (4) He indicated that the addition of escalators fell within the scope of the TD;
- (5) He said that there were pedestrian ways on both sides of the planter near the location of Lift No. 1 to Structure No. NF383. Lift No. 1 was set on one side of the pedestrian way. After removing the planter and setting up the lift, pedestrians could pass on the pedestrian way on the other side. The original intention of the design was to minimise the impact on the existing planter and reduce the impact on the green environment when the lift was added, If Members thought that removing the planter could provide a smoother pedestrian way, the Department and the

consultancy would consider it and invite relevant Members to inspect the site after the meeting;

- (6) He indicated that the lift in the project of Structure No. NF392 would not only serve the residents of one housing estate, but also the nearby community health centre and centre for people with disabilities. Inquiries had already been received from nearby residents about the construction of the lift at this stage. It was estimated that the usage of the lift would be very high;
- (7) He said that the consultancy would review the area where the planter needed to be demolished at Lift No. 2 of NF 392 and the pedestrian way needed to be rebuilt to ensure a smooth pedestrian way; the Department and the consultancy would invite relevant Members to inspect the situation on site after the meeting;
- (8) He had participated in a site visit to the location of the project of Structure No. YL01 with the DC members of the constituency concerned. There were bus stops in front of and behind the location of lift. During the construction period, appropriate arrangements would be made to relocate the bus stops, hoping to minimise the impact. If having lift door that could be opened in the front and at the back could facilitate the flow of pedestrians, the Department would study with the consultancy and adopt the relevant suggestion in the design; in addition, the Department would discuss with the TD the proposal of modifying the roadside lines of the project, and would report to Members in due course;
- (9) He said that all ten projects could be implemented this time, and Members would not need to make a selection. During the last consultation with the T&TC, four of the projects under the third phase of the Programme in Yuen Long District were selected. In response to the views of Members, after considering the feasibility, all the remaining 10 projects under the third phase in Yuen Long District would be carried out together. If there were other suggestions for constructing lifts, they would be considered in the next phase, and the Department could check the information again to see whether the Shui Pin Wai footbridge mentioned by the Members was an item of the Universal Accessibility Programme;
- (10) He said that the projects in the third phase of the Programme were proposed by the public earlier. In the Expanded Programme and the second phase of the Programme, each district could only select no more than three pedestrian ways, and the government announced in the 2018 Policy Address that all previously unselected

projects would be included in the third phase of the Programme;

- (11) He said that ten projects would be arranged for construction in the same construction contract after being endorsed by Members. The contractor would submit the construction schedule for the whole construction contract. The construction schedule would be submitted to the HyD for approval. When approving the contractor's construction schedule, the Department would take into account Members' opinions and give priority to the construction of pedestrian ways with more urgent needs or high pedestrian flow;
- (12) He said that the purpose of the Universal Accessibility Programme was to facilitate people in need (including the disabled) to cross the road. Pedestrian flow was only one of the factors considered in the construction of lift, but not the most important factor; the data of pedestrian flow shown at present were the data of a few years ago, and regional development in the future was also a consideration for the Department;
- (13) He said that there was no information about the HyD's refusal to build lifts at individual locations due to concerns over the transfer of benefits. The third phase of the Programme had included the pedestrian ways not selected in the Expanded Programme and the second phase of the Programme. The order of the construction projects was the only difference;
- (14) He said that extensive consultation was conducted between 2012 and 2016 on the Expanded Programme and the second phase under the Universal Accessibility Programme. On 22 May last year, the Secretariat responded to Members on the consultation channels of the Programme. At that time, the Department set up a hotline "tell me 1823" in the comprehensive inquiry under "1823 Citizen's Easy Link". A Facebook page was also set up and received more than 200 suggestions at that time. The HyD would implement the recommendations in phases;
- (15) He said if Members supported the plan today, the HyD would invite tenders in around October and the construction could commence at the end of this year or in early next year. The contract period of the project would about 3 years. The Department had taken into account the views of Members and would fully consider the actual situation of the footbridges or the tunnels and arrange the sequence of construction according to the urgency and the pedestrian flow of the pedestrian links. Generally speaking, it would take about two and a half to three years to complete the projects. The cost of each lift would about \$10 million to \$12 million, depending

on the tender price; and

- (16) He indicated that the speed of building lifts on each footbridge would vary. During the construction period, it would mainly be affected by the pipelines of underground public facilities, especially in developed areas. Before building lifts, it was necessary to dig into the ground to check whether they would conflict with gas, cable, optical fibre and other pipelines. If there was a conflict, the contractor would need time to relocate the pipelines of public facilities to make room for the construction of foundation. However, it would be difficult to predict the time for the relocation of utility pipelines. After the foundation works were completed, the construction of lifts would take about nine months to one year. The Department was now implementing improvement measures to speed up the construction, such as carrying out preliminary works. The Department would arrange the contractor to inspect and excavate inspection pits at the site of the proposed project before the formal award of the construction contract, to determine whether the proposed lift location would conflict with the pipelines of underground public facilities. If the project would be technically infeasible, it would not be further promoted or no further consultation would be made with Members.

24. Mr Wilson MAN of the TD gave a consolidated reply as follows:

- (1) He indicated whether the data met the standards had to be referred to for the addition of escalators. The Department could review the pedestrian flow of the footbridge on Fung Nin Road again although the past figures of the pedestrian flow of the footbridge failed to meet the standards. However, the pedestrian flow of the footbridge had been very stable, and it was believed that the recent data would not meet the standards;
- (2) He indicated that according to the design criteria, the minimum standard for installing escalators could only be met with 3,000 pedestrians per hour; the design standards would change in different times, and there could be other considerations when installing the escalator on the side of Chun Yin Square in those years;
- (3) He said that he had inspected the site conditions of Wetland Park Road and Tin Kwai Road with DM member of the constituency concerned and found that there was only a footbridge by which pedestrian could cross the road. After Wetland Season Park was occupied, he received opinions from local residents that they hoped at-grade pedestrian crossing facilities could be added. At present, the addition

of at-grade crossing west of Wetland Park Road was being discussed, and they were following up the technical matters at this stage; if technically feasible, district consultation would be conducted on the design of the crossing in accordance with the standard procedures; and

- (4) He indicated that the lift of the Structure No. NF383 project would not only serve the residents of Wetland Season Park, since there was also a health centre nearby, so it could facilitate people coming from different directions to use the lift to go to the back door of the health centre.

25. Ms Grace FOK of the TD said that during the on-site inspection at Exit E of Long Ping Station, the TD expressed support for the construction of lifts in principle, depending on whether the pedestrian link was wide enough. However, at that time, the MTRCL had reservations. On the other side, some DC members suggested that a footbridge should be added at Long Ping Station to connect with the footbridge beside Yuccie Square. At that time, the TD said that there was not much pedestrian flow and that pedestrians could directly go to and from the two places on the road. As a result, some DC Members suggested that additional shops could be set up on the footbridge for the MTRCL to lease out. The leasing matter involved the profit of the MTRCL. Therefore, the TD responded that the relevant proposal at that time could involve the transfer of benefits and could cause misunderstanding.

26. The Chairman concluded by requesting the HyD and the relevant Members to make an appointment to conduct a site inspection on the footbridges with Structure Nos. NF143, NF307, NF383, NF392 and YL01. The lift with Structure Number NF143 involved the matter of the cycle track and the HyD could issue an invitation to all Members for the site inspection. In addition, the HyD was requested to communicate more with the DC members of rural areas and rural committees on rural projects; some Members had reservations about the construction of lifts to footbridges with low pedestrian flow, but they generally supported the third phase of the Universal Accessibility Programme. They requested the HyD to implement the Programme as soon as possible and report the progress to the T&TC, and inform Members of any changes as soon as possible; in addition, if the Department would support the construction of a lift at Exit E of Long Ping Station, it was requested to take action as soon as possible.

(Post-meeting note: The HyD and the consultancy together with the relevant Members visited Footbridge No. NF143 on 24 June 2021. With regard to the location of Lift No. 1, Members proposed to dismantle the existing stairs and build a lift at the location to avoid affecting the existing cycle track in the south. Due to the limited space at the site, it would not be feasible to provide temporary stairs during construction and restore them after completion.)

**Item IV: Universal Accessibility Programme – Retrofitting of lifts for a footbridge in Yuen Long District (Structure no: TY02)
(T&TC Paper No. 43/2021)**

27. The Chairman welcomed the following person(s) to the meeting:

Highways Department

Senior Engineer 1/Universal Accessibility

Ms FUNG Shuk-yan

Engineer 14/Universal Accessibility

Mr WONG Ka-ming

WSP (Asia) Limited

Project Engineer

Mr CHAN Chun-hing

28. Ms FUNG Shuk-yan of the HyD and Mr CHAN Chun-hing of the Consultancy briefly introduced the paper above.

29. Members' views on the issue were summarised as follows:

- (1) Members commented that the crossing of the Tin Tsz LRT Station was very crowded, and there were many elderly and wheelchair users in Tin Tsz Estate and Tin Yiu Estate. In the past, Members had repeatedly requested the TD and the HyD to expand the crossing. Therefore, Members had proposed earlier to build lifts to the footbridge to Tin Tsz Estate and Tin Yiu estate in Tin Tsz Estate to facilitate access to the road between Tin Tsz Estate and Tin Yiu Estate. The HyD was thanked for actively following up on the appeal;
- (2) Members expressed the hope that impact on pedestrian access would be avoided as far as possible during the construction of the project and the progress of the project would be accelerated;
- (3) According to the paper, the lifts to two footbridges were included in the Special Scheme. Members inquired whether another project of construction of lift in Long Ping Estate was being carried out in accordance with the established procedures;
- (4) Members said that after the meeting of the T&TC in November 2020, Members had immediately conducted a site visit with officers of the HyD on the project of Long

Ping Estate and reached a consensus that only one lift was to be built in the whole project. They inquired why the Tin Tsz Estate project with an additional lift had a faster progress than the project of Long Ping Estate; and

- (5) Members said that the construction of the lift opposite to the Long Ping West Rail Station commenced in the first phase of the Universal Accessibility Programme but it was completed only after 7 years. They hoped that the HyD would provide a timetable for the Long Ping Estate Project, including information of the intended time to arrange for various processes such as site inspection, soil exploration and application etc., for excavation permit. If the HyD would be held up by other departments and could not control the duration of the process, DC members could assist in mediating with the relevant departments.

30. Ms FUNG Shuk-yan of the HyD gave a consolidated reply as follows:

- (1) She said that there would be temporary traffic arrangements during the construction. The arrangements had to be approved by the relevant departments, including the TD and the Hong Kong Police Force (HKPF), before construction could begin, which would minimise the impact of the project on users of adjacent roads;
- (2) She said that she had attended the meeting of the T&TC on 12 November 2020 and two pedestrian links were selected as the priority projects of the Special Scheme. At this meeting of the T&TC, the HyD would first report the preliminary design plan of the lift retrofitting project at Pedestrian Link Structure No. TY02. In addition, at the above meeting of the T&TC, the HyD had only introduced the construction of an additional lift at Exit C of the relevant pedestrian link, but Members proposed to build an additional lift at another exit of the relevant pedestrian link, i.e., outside Tin Tsz Shopping Mall. The HyD conducted a feasibility study after the meeting. She wanted to report to Members at the meeting on the preliminary study proposal of building additional lifts at Exit A and Exit C, and hoped to obtain the Members' consent on the new revised proposal of the project before carrying out the detailed design; Generally speaking, the survey, research, design and consultation procedures would be carried out for each project before the commencement of a project. The HyD would successively report the research results and preliminary proposals of each project to the YLDC according to the progress of the research. She hoped that the detailed design would be carried out upon receipt of the support of Members; and

- (3) She said that the lift in Long Ping Estate was still in the discussion stage. The progress of the project would depend on the site conditions and underground utilities at the location. The Department would explain the progress to the T&TC as soon as possible when it was the time.

31. The Chairman concluded that the T&TC supported the programme and hoped that the HyD would communicate closely with DC members of the constituencies concerned, implement the relevant facilities as soon as possible, complete the study of the Long Ping Estate Project as soon as possible and submit it to the YLDC for discussion.

Item II: Questions raised by Members (continued):

- (3) **Mr AU Kwok-kuen, Mr CHAN King-lun, Kisslan, Ms CHAN Mei-lin, Mr CHAN Shu-fai, Ms CHAN Sze-nga, Mr CHEUNG Chi-yeung, Felix, Mr CHEUNG Sau-yin, Mr FONG Ho-hin, Mr HO Wai-pan, Mr KWAN Chun-sang, Mr KWOK Man-ho, Mr LAI Kwok-wing, Samuel, Mr LAM Ting-wai, Mr LEE Chun-wai, Mr LEUNG Tak-ming, Mr MO Kai-hong, Mr NG Hin-wang, Ms NG Yuk-ying, Mr SHEK King-ching and Mr WONG Wai-yin, Zachary proposed to discuss “Frequent traffic accidents at the junctions of Tai Tong Road with Tai Shu Ha Road East and Tai Shu Ha Road West”**
(T&TC Paper No. 57/2021)
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32. Members’ views on the issue were summarised as follows:

- (1) Members said that the last term of the YLDC had also raised the traffic problem at the junctions of Tai Shu Ha Road East and Tai Shu Ha Road West with Tai Tong Road. In response, the TD only set up “Stop” and “Slow Down” signs to remind drivers to slow down. However, traffic accidents on this section were still frequent. They inquired the TD about the reasons why the location was prone to traffic accidents and how the traffic design could be improved to avoid accidents from happening again;
- (2) Members commented that the traffic on Tai Tong Road was heavy. Although the traffic on Tai Shu Ha Road East and Tai Shu Ha Road West connecting Tai Tong Road was relatively smooth, the road design was very dangerous to drivers and pedestrians. There was a fatal traffic accident at the junction in 2019. They believed that the help of the police enforcement action had a limited effect. Representatives of the TD, the HyD and the HKPF had inspected the site many times, but no

improvement had been made to the traffic design at the junction, and no progress had been made in the improvement measures such as adding traffic signals and removing railings. Once a traffic accident occurred there, the traffic of the section would be paralysed. When more and more people moved in, the traffic problems might be more frequent and serious;

- (3) Members said that at the last meeting of the T&TC, the dangerous situation at the junctions of Tai Kei Leng Road with Tai Shu Ha Road East and Tai Shu Ha Road West was brought up. They had put forward different suggestions, such as replacing the railings to sparse ones to give drivers a better view of the road surface. However, no follow-up action was seen from the TD so far. Members thus inquired about the progress of the study of the TD in improving the design of the above two junctions;
- (4) The HKPF or the TD were requested to provide the traffic accident figures of the two junctions in the past five years for reference, so that Members could grasp the risk of traffic accidents at the two junctions;
- (5) Members hoped that the junctions concerned would be listed as traffic black spots, so that the traffic environment at the junctions would be given greater attention and more measures would be implemented to avoid traffic accidents. Members also inquired about the reasons why the junctions could not be listed as traffic black spots; and
- (6) Members commented that the junctions located on a rural road and asked whether the standards of listing traffic black spots in rural areas and urban areas would be different due to the low traffic flow in rural areas. If they were consistent with the standards of traffic black spots in urban areas, they might not accurately reflect the level of danger.

33. Ms Grace FOK of the TD gave a consolidated reply as follows:

- (1) She said that she had participated in an on-site inspection at the junctions of Tai Tong Road with Tai Shu Ha Road East and Tai Shu Ha Road West together with Members. At present, construction permits had been approved to add “Look Left” and “Look Right” signs at the crossing of Tai Shu Ha Road West, as well as for the construction of ramps. The HyD was currently planning the relevant works;
- (2) She said that the TD had started to study Members’ proposal of adding pedestrian

signs to remind pedestrians to cross the road at appropriate locations. The Department was discussing the preliminary plan and preparing design drawings. Due to the narrow road surface at the location, the Department had spent longer time to look for places with enough space to place the signs;

- (3) She said that Members had pointed out that there was a problem of vehicles driving in the wrong direction on Tai Shu Ha Road West, and suggested that road signs should be placed to remind drivers that it was a two-way lane. As there was a warehouse exit near this place, it took time to find places for placing the road signs. The TD was discussing the preliminary plan, and would contact the relevant Members again when the construction permit was approved and the construction date was determined;
- (4) She said that a review would be conducted over the traffic arrangements at the scene of the recent traffic accident;
- (5) She said that the Yuen Long South Development Plan would improve the traffic arrangements at the junction of Tai Shu Ha Road East and Tai Shu Ha Road West with Tai Kei Leng Road. The CEDD would follow up the relevant work and keep in touch with the TD; and
- (6) She said that locations with six or more traffic accidents involving pedestrian casualties occurred in the past year, nine traffic accidents involving casualties occurred in the past year, or two traffic accidents involving deaths occurred in the past five years would be regarded as traffic black spots. There was no difference between the definition of rural and urban areas as traffic black spots for the time being. The locations of traffic black spots were regularly updated on the website of the TD.

34. Mr LEUNG Kei-ching of the HKPF gave a consolidated reply as follows:

- (1) He said that at the last meeting of the T&TC, the police had undertaken to enforce the law at the relevant junctions and discussed a number improvement plans after inspecting the environment on-site. They believed that the main problem at the junctions was the setting of the “Stop” sign, but it was difficult to decide the appropriate locations of the sign. In the past three to four months, they had also conducted more than ten video enforcement actions and referred the cases of violation to the Traffic Enforcement Team for prosecution. In addition,

consideration would be given to the purchase of enforcement banners as a deterrent;
and

- (2) He said that excluding the traffic accident that occurred not long ago, there had been three traffic accidents at the junctions of Tai Tong Road with Tai Shu Ha Road East and Tai Shu Ha Road West that did not involve casualties in the past six months, and 14 traffic accidents in the past five years, of which six involved injuries, while the remaining cases did not cause casualties.

35. The Chairman concluded by requesting representatives of the TD and the HKPF to conduct an on-site inspection again to see how traffic signs should be placed and discuss feasible traffic improvement measures. In addition, the TD was requested to give a written reply to the traffic improvement suggestions put forward by Members.

(4) **Mr CHEUNG Sau-yin proposed to discuss arrangements for the commissioning of Tuen Ma Line**
(T&TC Paper No. 51/2021)

(5) **Mr LI Chung-chi proposed to discuss concern about overloaded trains at the intermediate stations along Tuen Ma Line after its commissioning**
(T&TC Paper No. 52/2021)

36. The Chairman proposed to discuss the two items above together since they were related.

37. The Chairman welcomed the following person to the meeting:

MTR Corporation Limited (MTRCL)

Public Relations Manager - External Affairs

Ms Annie LAM

38. Ms Annie LAM of the MTRCL briefly introduced the paper on the commissioning arrangements of the MTP.

39. Members' views on the issue were summarised as follows:

- (1) Members said that according to MTRCL's information, there were two methods to evaluate the passenger loading, including six passengers per square meter or four

passengers per square meter. They inquired about the standards adopted by MTRCL and the TD when considering increasing the frequency;

- (2) Members indicated that the number of passengers at original West Rail Line stations should increase after the commissioning of the Tuen Ma Line. They inquired how much the MTRCL would expect the passenger capacity to increase after the commissioning of the Tuen Ma Line, and what immediate measures were available to divert the new passengers, such as the plan to increase the frequency or arrange special train trips; at present, it was already difficult for passengers to board the train at Yuen Long and Kam Sheung Road Stations. Special train trips should not be arranged only after the collection of passenger data after the commissioning;
- (3) Members said that in addition to exceeding the loading during the morning rush hours, the loading of passengers taking the West Rail to northwest New Territories bound during off-duty hours had also been saturated. They suggested that special train trips should also be arranged during off-duty hours;
- (4) Members said that the different development plans in Yuen Long, the commissioning of the Tuen Ma Line and the Tuen Mun South Extension in the future would lead to the further growth of passengers. They believed that the TD should plan bus supporting facilities that could better assist railway services. Taking Kam Tin as an example, it would be more direct to take the West Rail to the urban area, but it was difficult for passengers to get on the train during peak hours, while they would have to interchange at the Tai Lam Tunnel if they took the bus. When planning bus routes, the TD could add more direct routes to the urban area near West Rail Stations to provide the public with transportation options in addition to the railway;
- (5) Members inquired whether special services with empty trains would be arranged to pick up passengers at midway stations as the Tuen Ma Line was relatively long;
- (6) Members inquired about the new display system of the passenger capacity on train platforms. They asked whether the highest level in red mean that there was no space to carry passengers at all; and if all passengers would wait for the train elsewhere of lower capacity level, staff might be required to help dredge the flow of passengers. Meanwhile, Members were concerned about wasting the remaining space in a level red train compartment to carry passengers; in addition, Members inquired whether the indicator of passenger capacity of the train would be displayed in train

compartments to allow passengers to go to the compartments with fewer passengers;

- (7) Members inquired how long before the next train arrived could the passenger capacity of the train be displayed, and whether there would be enough time for passengers to go wait for the train at compartments with fewer passengers; if the time of display of passenger capacity would be close to the time when the train entered the platform, passengers could directly see the passenger capacity of the compartment already. Members recommended making the forecast at an earlier time, otherwise it would have no reference value;
- (8) Members inquired whether there would be a fare discount on the return trip since the Tuen Ma Line was quite long;
- (9) Members inquired whether the indication of the compartment closest to the escalator in the station could be added to the display screen;
- (10) Members said that they had learned that the LRT schedule would be adjusted after 20 June. They inquired about the schedule of the first and the last trains of the Tuen Ma Line, how the LRT schedule would be coordinated, and when the exact schedule of the first and the last trains of the LRT after the adjustment would be announced;
- (11) Members said that the platforms of the existing East Rail Line and the new Tuen Ma Line were not connected, so passengers had to go around the concourse to the platform in front for interchange. The MTRCL once said that after the West Rail Line was stopped, a pedestrian link would be built on the original platform, they thus inquired how the relevant arrangements would be implemented;
- (12) Members indicated that the East Rail Line and the original West Rail Line had a total of four platforms at Hung Hom Station. At present, after the commissioning of the Tuen Ma Line, there was a temporary passage to replace the two platforms in the middle. Members inquired what the two platforms in the middle would be used for in the future;
- (13) Members said that the written reply of the MTRCL indicated that it would introduce appropriate fare concessions for different groups of passengers, and inquired about the difference between the monthly pass after the commissioning of the Tuen Ma Line and the current monthly pass from Tuen Mun to Nam Cheong and Tuen Mun to Hung Hom; in its reply, the TD said that it would ask the MTRCL to continue to

straighten out the irregularity of fares, which would mean that the passenger journey and fare of the Tuen Ma Line were not calculated in a reasonable proportion. Members hoped that there would be a new monthly pass discount scheme after the commissioning of the Tuen Ma Line;

- (14) Members inquired when the schedule of the special train trips from Tuen Mun to Hung Hom during peak hours could be released, and whether the special train trips would stop early at Hung Hom Station to pick up passengers;
- (15) Members said that there would be more new stations on the Tuen Ma Line in the future and the line had to support the new population in Hung Shui Kiu. Trains with only eight compartments could not sufficiently cope with the future population growth. Members inquired about the reasons why the Tuen Ma Line could not operate with nine-compartment trains in detail; they inquired whether nine-compartment trains could leave for Hung Hom Station during peak hours to serve the passengers of the original West Rail Line. In addition, they inquired whether nine-compartment trains could not be arranged because of Austin Station. They suggested that the MTRCL could add special nine-compartment train services that would not stop at Austin Station; if nine-compartment trains would not be feasible, they inquired whether the number of trains in the depot could cope with more frequent services, and whether there was a plan to buy new trains;
- (16) Members commented that there were also such cases in foreign countries where train stations limited the number of train compartments due to platform space, but they would arrange for the train to keep the doors of some compartments closed when the train entered those station. Therefore, Members considered that nine-compartment trains could be used even if the platforms of some stations on Tuen Ma Line could only accommodate eight-compartment trains;
- (17) According to the information of MTR's mobile application today, the West Rail's current service frequency was every 2.9 minutes on weekdays, but the MTRCL said that after the commissioning of the Tuen Ma Line, the train service would be made more frequent from every 3.5 minutes to every 3 minutes. Members asked whether it would mean that the frequency would be sparser than the current every 2.9 minutes; and
- (18) Members asked the TD whether the commissioning of the Tuen Ma Line would affect the existing bus services in Yuen Long District.

40. Ms Annie LAM of the MTRCL gave a consolidated reply as follows:

- (1) She said that six or four people per square meter were often used as the standard for calculating train loading. If the passenger loading situation was to be reviewed, MTR would mostly apply the standard of four people per square meter as the reference for planning services, which could better reflect the actual situation;
- (2) She said that the company would review passengers' riding habits, find out the passenger loading conditions of the busiest sections during peak hours, and then formulate measures to alleviate passengers' demand according to the actual situation. Take the West Rail Line as an example. After the commissioning of the West Rail Line for a period of time, the MTRCL gradually noticed the riding habits of passengers during peak hours. In the busiest hour in the morning, most passengers were taking the MTR for the section from Kam Sheung Road to Tsuen Wan West. Therefore, a special trip to Hung Hom was arranged to depart from Tin Shui Wai Station as a targeted relief measure, and the effect was good. It would be the same for the operation of the Tuen Ma Line. The MTR would need to observe the habitual transport patterns of passengers after it had been committed to service for a period of time, and then apply effective measures to divert passengers;
- (3) Regarding the arrangement of empty trains to pick up passengers at midway stations, the arrangement would generally be made depending on the demand after a period of observation upon the commissioning of the railway. At present, there was no plan to arrange for empty trains to midway stations; the empty trains departing from Tin Shui Wai at present were relief measures taken in response to the current situation at Yuen Long and Kam Sheung Road Stations;
- (4) She said that the real-time compartment space information was mainly provided on the platform, and there was no relevant information in the compartment. The compartment space information displayed on the platform was only for passengers' reference, so that passengers could wait for the train at compartments which they could get on more easily on the platform, and a level red indicator did not mean the corresponding compartment was necessarily full. The current mobile application did not have relevant reference information yet; in addition, some passengers would choose the compartment closest to the escalator, so they were used to getting on a designated compartment. The MTR had noted Members' suggestion of indicating the compartment closest to the escalator on the display screen, which would be

passed onto relevant colleagues for reference;

- (5) She said that the station display screen would display the passenger loading situation when the train arrived at the station, and the system would automatically sense the passengers getting on and off, so as to know the passenger loading; after the meeting, more information about the compartment space information display screen would be collected and a reply would be made to Members. An on-site inspection of the operation could also be conducted with Members after the commissioning;
- (6) She said that for passengers from Wu Kai Sha to Tsim Sha East, more destinations could be reached by railway in the future. For passengers using monthly passes to take the current West Rail Line, the discount of 25% of the connecting journey would also be applicable to new stations, such as to Kwa Wan Station and Sung Wong Toi Station;
- (7) She said that Platform 1 and Platform 4 of the East Rail Line would be connected by a temporary passage across the platforms at present, which would be opened on 20 June. Passengers could take the escalator to the concourse through the passage to access the service on the new platform of the Tuen Ma Line in the extension of Hung Hom Station;
- (8) She said that the departure time of the first and the last trains of the LRT would be slightly adjusted after 20 June, so that passengers using the West Rail Station originally could be connected to the last train of the LRT after the commissioning of the Tuen Ma Line;
- (9) She said that West Rail Line stations in New Territories West had put up notices at the entrance gates at present to inform passengers of the time of the first and the last trains going to Hung Hom. She would reply to Members on the locations of the notices posted by the LRT after the meeting;
- (10) She said that after the commissioning of the Tuen Ma Line, the existing East Rail Line platforms would be used as usual, but no information on what purpose would the West Rail Line platforms be used for was available for the time being. She would provide further information to Members if there was any;
- (11) She said that the MTRCL would launch concessions according to different

passenger groups, including the Monthly Pass Extra (monthly pass), the Tuen Mun - Nam Cheong Day Pass (day pass), fare deduction using Octopus or scanning QR code per trip, or price reduction of the monthly pass and other promotions and concessions; New Territories West passengers using the Tuen Mun - Nam Cheong Day Pass or Tuen Mun to Hung Hom Monthly Pass would enjoy a 25% discount on the connecting journey. In the future, passengers using monthly passes could also enjoy the connecting journey interchange discount at the new stations of the Tuen Ma Line. In addition, passengers using monthly passes could also enjoy free interchange concessions at designated stations of the MTR, the LRT and MTR Buses. The relevant arrangements would remain unchanged;

- (12) She said that the wider the coverage of Monthly Pass, the higher the pricing would be, and the lower the demand was expected, so there was no relevant arrangement for the time being;
- (13) She indicated that the Tuen Ma Line would be connected to four existing railways, including the existing Tuen Ma Line phase I, the West Rail Line, the East Rail Line and the Kwun Tong Line. After the commissioning of the Tuen Ma Line, passengers had more routes to choose to go to the same destination. The distance of using the new route would shorter than the original route, so it was inevitable that fare irregularities would occur. The relevant problem would mainly affect passengers using Octopus or one-way tickets, Passengers using monthly passes would not be affected. It was hoped that the situation could gradually be straightened out through the annual fare adjustment mechanism. When the Kowloon Southern Link was commissioned in 2009, there were also irregularities, which were handled through the fare adjustment mechanism;
- (14) She said that the arrangement for going to Hung Hom Station was divided into two stages. From 20 June to 26 June, passengers had to get off at the platform of Tuen Ma Line at Hung Hom Station. From 27 June, they could go directly to Kowloon Central and Shatin. In response to Members' question on the feasibility of using nine-compartment trains to run the Tuen Ma Line, the West Rail Line would now become part of the Tuen Ma Line and run on eight-compartment trains. The MTRCL had discussed the proposal of not opening the doors of some compartments at certain stations, but it was found not feasible in practical operation upon study;
- (15) She indicated that the service of the West Rail Line had not been reduced at present. At present, the application showed that the service frequency of the West Rail Line

was every 2.9 minutes, which could be regarded as about every 3 minutes. With the addition of special train trips, the carrying capacity during the morning peak hours could still be maintained after the commissioning of the Tuen Ma Line;

- (16) She said that boarding of the West Rail Line during the morning peak hours was generally smooth at present, and there were few cases where there were too many people on board so passengers could not get on the train; based on four passengers per square meter, the peak hour loading in the months when the epidemic subsided in 2020 was about 84%, which was significantly lower than that in previous years. It was believed that the current service frequency could still meet the demand. In the future, the signal system of Tuen Ma Line or the overall train service arrangement could still be flexibly improved and adjusted. Any adjustment would depend on the passenger volume during peak hours and the busiest road sections, and targeted measures could only be determined after the commissioning of the service; and
- (17) She said that if the service had to be adjusted in the future, the existing system or fleet would be equipped adequately to provide additional special train trips.

41. Mr Kelvin TSANG of the TD gave a consolidated reply as follows:

- (1) He said that the service frequency of the current phase I of the Tuen Ma Line, i.e., the section from Wu Kai Sha to Kai Tak, would be upgraded from every 3.5 minutes to every 3 minutes in the morning peak hours after the commissioning of the Tuen Ma Line. In addition, the MTRCL would continue to run additional special services according to the actual passenger volume, including providing special train trips from Tin Shui Wai to Hung Hom to divert passengers. The Department would closely monitor passenger demand together with the MTRCL and conduct reviews in due course;
- (2) He had noted Members' suggestions on strengthening bus supporting facilities. In the overall bus planning for Kam Tin and Yuen Long, the population development of Yuen Long would be considered and the bus network in Yuen Long would be reviewed when necessary. At this stage, close attention would be paid to the needs of passengers after the commissioning of the Tuen Ma Line to see whether it would be necessary to improve the service frequency and level of the Tuen Ma Line;
- (3) He had noted the views on the arrangement of special train trips on the Tuen Ma Line during off-duty peak hours and would submit them to the attention of his

colleagues in relevant teams; and

- (4) He said that there was no information on whether the commissioning of the Tuen Ma Line would affect bus services, and he would give a reply after the meeting if required.

42. The Chairman concluded that he hoped that the commissioning of the Tuen Ma Line would not affect the bus services in Yuen Long District, and that the MTRCL would continue to provide a stable service frequency and allow the future service frequency of the Tuen Ma Line to meet the needs of the public.

Item V: Matters arising:

- (1) **Mr MO Kai-hong, Mr WONG Pak-yu and Mr CHEUNG Chi-yeung, Felix proposed to discuss the request for providing a temporary car park or constructing a multi-storey car park at the idle site in Area 112 in Tin Shui Wai (T&TC Paper No. 30/2021)**

Item II: Questions raised by Members (continued):

- (6) **Mr MO Kai-hong enquired about the waiting situation and the number of car parking spaces of the Link's car parks in Tin Shui Wai (T&TC Paper No. 48/2021)**
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43. The Chairman proposed to discuss the two items above together since they were related.

44. Members' views on the issue were summarised as follows:

- (1) Members pointed out that according to the data of the Housing Department (HD), there were about 1,100 parking spaces in Tin Shui Wai. At present, the number of those waiting for a parking space was as high as half of the total number of parking spaces. However, the TD said that there were only more than 100 new parking spaces. It could be seen that the parking spaces in Tin Shui Wai were far from enough. Therefore, Members proposed to use the idle land in Area 112 as a temporary parking lot. When responding to the feasibility of the proposal, the TD, the LandsD and the PlanD all pointed to the Education Bureau (EDB) for responsibility. However, the EDB had not responded with the exact time for using the land for the construction of schools. There were other temporary parking lots in Tin Shui Wai North, such as the location of the proposed Heritage Conservation and

Resource Centre to be built in the future. Members asked which department decided to build a temporary parking lot at that location in the past;

- (2) Members inquired whether the regional land meeting mentioned by the TD had discussed the proposal to use the idle land in Area 112 as a temporary parking lot;
- (3) Members pointed out that LINK and the HD had more than 6,000 parking spaces in Tin Shui Wai, and there were relatively few public parking spaces in private housing estates. These parking spaces were shared by a community with a population of nearly 300,000. Members inquired whether the ratio of parking spaces to population met the planning criteria and standards;
- (4) Members said that although the TD had requested for more parking spaces than required in the planning criteria and standards in the redevelopment projects of old areas, the current shortage was serious. Members suggested that the TD should drastically increase parking spaces in the projects in Yuen Long District;
- (5) Members said that in the past, they tried very hard to strive to get more parking spaces from the HD in the meetings. They believed that if the TD had assessed the urgent demand for parking spaces, it should propose to the PlanD to plan for the lands to be used as parking lots or even multi-storey parking lots. However, no new multi-storey parking lots had been completed in the past 10 years;
- (6) Members said that the streets in Tin Shui Wai were full of illegally parked vehicles at night. Drivers who were not familiar with the road conditions in Yuen Long could bump into illegally parked vehicles easily when turning, resulting in road safety problems; and
- (7) Members said that the land of Yuen Long Estate after demolition had been temporarily designated as an open-air parking lot. After the development of the area around Yuccie Square, more than 1,000 parking spaces were lost. Subsequently, the problem of illegal parking in Yuen Long became serious. The TD failed to supplement the lost parking spaces in time. They asked the Lands D to help find and encourage departments to apply for land suitable for temporary parking on the edge of the urban area.

45. Mr Wilson MAN of the TD gave a consolidated reply as follows:

- (1) He said that when there was parking demand in that place, the TD would liaise with the District Lands Office, Yuen Long to explore whether temporary parking could be provided on nearby idle land. When other departments had idle land, they would might also consult the TD on whether it would be suitable for setting up parking spaces;
- (2) He said that the main role of the TD in the supply of parking spaces was to provide advice to relevant departments, including assessing the surrounding parking demand and whether the lot was suitable to be a district parking lot;
- (3) He said that there was a regional land administration meeting between departments. The LandsD was the chairman of the meeting. At the meeting, cross-departmental decisions would be made as to whether a place could be used as a temporary parking lot;
- (4) He said that the TD was reviewing the standards of parking space in Hong Kong Planning Standards and Guidelines. It had submitted information on street parking spaces in Tin Shui Wai to the T&TC earlier. The TD would also send personnel to inspect the parking situation at night on the street randomly at midnight to learn about the supply of parking spaces in Tin Shui Wai;
- (5) He said that at present, two new public parking lots had been planned in Tin Shui Wai District, and construction had not yet started. The first was the site to the west of Wetland Park in Tin Shui Wai Area 112, where there would be 90 private car parking spaces, 45 coach parking spaces and 9 motorcycle parking spaces. The other parking lot was near the new sports centre of the LCSD on Tin Yip Road, to compensate for the reduced parking spaces due to the closure of the temporary parking lot on Tin Yip Road. They were still in the design stage, and the design would have to be finalised by relevant departments; and
- (6) He said that at present, the TD was mainly using the principle of “single site, multiple use” to add public parking spaces on lands for use of government agencies, as community facilities or public open spaces. Based on this principle, it would communicate with relevant departments and improve the planning of public parking facilities where feasible.

46. Mr SHIU Wai-ming of the LandsD gave a consolidated reply as follows:

- (1) He pointed out that the regional land council was an inter-departmental internal meeting to discuss and approve proposals related to land use. Generally speaking, the consultation on the proposals would have already been completed, and the relevant departments had already sorted out the comments received during the consultation;
- (2) He said that the LandsD would provide appropriate assistance to the relevant departments in their land allocation applications or proposed land uses. Due to different land needs of various departments, idle land was not only affected by location, terrain, area and other factors and the adjacent environment, but also regulated by different ordinances, such as planning, environmental protection and so on. As it was difficult to determine the use of individual idle land, the LandsD had made information of idle lands available online for the relevant departments to apply to the LandsD for land allocation or propose uses according to their specific needs; and
- (3) He said that the TD had always consulted various District Lands Offices of the LandsD regularly on the number of car parks and parking spaces in the district, so that the Department could plan the supply of parking spaces. As the supply of parking spaces fell within the scope of the work of the TD, in addition to being in charge of the relevant information on the operation of car parks / parking spaces, the Department would lead the search for land suitable for parking spaces according to its functions. The LandsD would continue to cooperate with the TD in applying for land allocation for the construction of car parks and parking spaces, or suggest lands be used for similar purposes.

47. The Chairman concluded that the shortage of parking spaces had always been a serious traffic problem in Yuen Long. He suggested that Members could follow up in CAPOC the land use before the construction of schools in Area 112 with the EDB. He hoped that the TD and the LandsD would follow up Members' suggestions on increasing parking spaces. In addition, if Members found idle land suitable for the construction of parking lots, they could put forward the information at the meeting or directly to the TD.

(Post-meeting note: The LandsD added that the EDB invited organisations to express intention about setting up a non-profit private school providing mainland courses on a new piece of land in Tin Shui Wai (i.e., Area 112) on 15 July 2021, with the deadline on 30 September 2021.)

Item V: Matters arising (continued):

- (2) **Mr MO Kai-hong proposed to discuss the request for revising the design proposal of the improvement works at Tong Yan San Tsuen Interchange (T&TC Paper No. 32/2021)**

Item II: Questions raised by Members (continued):

- (7) **Mr MO Kai-hong proposed to discuss the follow-up on the widening plan of Long Tin Road and Tong Yan San Tsuen Interchange in the Tuen Mun and Yuen Long District Traffic Study (T&TC Paper No. 49/2021)**
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48. The Chairman proposed to discuss the two items above together since they were related.
49. Members' views on the issue were summarised as follows:
- (1) According to the traffic flow census in 2017, the capacity of Long Tin Road was 1,400 vehicles, and the current traffic flow was 1,350 vehicles, which was close to the upper limit of the capacity. Since four years ago when the census was conducted, the Department had not provided updated traffic flow data of Long Tin Road. They believed that the population of Tin Shui Wai would continue to increase in the future, and thus considered it necessary to widen the branch road from Long Tin Road (southbound) towards Yuen Long Highway (eastbound) to double-lane;
 - (2) Members said that the government released a research report entitled "Tuen Mun and Yuen Long Traffic Study" in 2001. The paper showed that the government had planned to expand Long Tin Road. At present, the improvement project of Tong Yan San Tsuen Interchange would be carried out, so it was an appropriate time to implement the relevant plan;
 - (3) Members inquired whether the improvement plan could be revised to include the project of widening Long Tin Road since the improvement plan of the Tong Yan San Tsuen Interchange had been confirmed;
 - (4) Members inquired whether the CEDD could provide traffic flow data of the branch road from Long Tin Road (southbound) to Yuen Long Highway (eastbound);
 - (5) Members said that the CEDD replied that after the completion of the improvement works of Tong Yan San Tsuen Interchange, the traffic flow of the branch road from

Long Tin Road (southbound) to Yuen Long Highway (eastbound) would be acceptable, and the traffic flow of Tong Yan San Tsuen Interchange and Shap Pat Heung Interchange of Yuen Long Highway was also acceptable. Members inquired the specific criteria of the acceptable level of the CEDD, e.g., the length of the queue and the required driving time;

- (6) Members considered that the current congestion of the branch road from Long Tin Road (southbound) to Yuen Long Highway (eastbound) was unacceptable. They suggested that the TD change the branch road into a dedicated lane for driving onto Yuen Long Highway, so that drivers would not have to wait to cut the line into the slow lane of Yuen Long Highway;
- (7) Members said that they had heard that government officials used the hourly traffic volume of roads to assess whether the roads were congested or the flow was slow, but at present, the Department said that only the capacity and traffic flow were used as indicators. They inquired whether the TD had other quantitative indicators to assess the traffic situation for reference;
- (8) Members said that there was only one special lane from Tuen Mun Highway to Ting Kau Bridge, but there were three lanes on Route 3 leaving Ting Kau Bridge. Due to the serious congestion problem, the TD accepted Members' proposal to add a special lane from Tuen Mun Highway to Ting Kau Bridge, and the remaining two lanes were enough for the section at the exit of Route 3. It was believed that if a dedicated lane was set aside for vehicles entering Yuen Long Highway in Tin Shui Wai, the remaining two lanes for vehicles coming from Tuen Mun could cope with the traffic flow there; and
- (9) Members said that the traffic congestion at the intersection of Tong Yan San Tsuen Interchange and Shap Pat Heung Interchange turning into Fung Ki Road was serious every evening. An additional branch lane should be set up at the roundabout to Fung Ki Road as soon as possible.

50. Ms Grace FOK of the TD gave a consolidated reply as follows:

- (1) She said that the Department understood the heavy traffic on the southbound Long Tin Road to Yuen Long Highway. Housing development projects would be launched one after another in Tin Shui Wai and Wang Chau in the future, which was expected to affect the traffic situation of this section. Therefore, the responsible department

had to assess the impact of the development on local traffic. If necessary, the project department would take corresponding traffic improvement measures. The TD would maintain close liaison with relevant departments;

- (2) She said that the Long Tin Road Improvement Project mentioned in the paper “Tuen Mun and Yuen Long Traffic Study” was relatively large-scale, involving a total amount of \$69,000,000 and several government departments. It would require internal coordination on how to deal with the relevant issues. Therefore, she was unable to give a precise answer regarding the specific plan for the time being;
- (3) She said that the addition of a special lane for vehicles from Tin Shui Wai to Yuen Long Highway would occupy the space of one lane of the eastbound carriageway of Yuen Long Highway. It would be necessary to clearly calculate whether the remaining two lanes would be enough for use of the vehicles from the original direction; and
- (4) She had noted Members’ concern about the traffic queue in the evening on Yuen Long Highway eastbound to Shap Pat Heung Interchange. The Department was exploring the installation of a variable message display near the Tong Yan San Tsuen Interchange to remind drivers that they could go to Yuen Long Station through the Tong Yan San Tsuen Interchange, so as to achieve the effect of diversion and relieve the traffic at the Shap Pat Heung Interchange. It would continue to pay close attention to the traffic situation at the Yuen Long Highway and the Shap Pat Heung Interchange.

51. Mr Joe TO of the CEDD gave a consolidated reply as follows:

- (1) He said that the Tin Shui Wai Public Housing Development Project would conduct relevant traffic impact assessment and propose mitigation measures to mitigate the impact on traffic;
- (2) He indicated that he would check with relevant colleagues to see if there were relevant data after the meeting regarding the traffic volume of the branch road from Long Tin Road (southbound) to Yuen Long Highway (eastbound);
- (3) He indicated that the traffic flow was acceptable would mean that the ratio of traffic volume / capacity was less than 1;

- (4) He reiterated that when the entire Yuen Long South development area was fully occupied in 2038 and the improvement works of Tong Yan San Tsuen Interchange were completed, the traffic flow of the branch road from Long Tin Road (southbound) to Yuen Long Highway (eastbound) would be acceptable; and
- (5) He added that in the proposed improvement works of Tang Yan San Tsuen Interchange, an additional branch road would be built so that drivers could directly drive their vehicles from Yuen Long South development area to the eastbound or westbound direction of Yuen Long Highway via the improved connecting Tong Yan San Tsuen Interchange.

52. In conclusion, the Chairman suggested to continue to discuss further about the progress of the projects undertaken in the “Tuen Mun and Yuen Long Traffic Study” report so far at the next meeting, and requested the TD to provide papers and response to the progress of the relevant projects after the meeting, and explain the reasons for the failure to complete individual projects in the paper for years. In addition, the CEDD was requested to inquire relevant officers about the traffic volume data of the branch road from Long Tin Road (southbound) to Yuen Long Highway (eastbound) after the meeting.

(Post-meeting note: The Yuen Long South study completed by the CEDD does not have the traffic volume data of the branch road from Long Tin Road (southbound) to Yuen Long Highway (eastbound) in 2020.)

(8) Mr CHEUNG Sau-yin proposed to discuss the issue on the district’s car parking spaces upon resumption of a land parcel at the junction of Yuen Lung Street and Yau Tin East Road by the Development Bureau (T&TC Paper No. 50/2021)

53. Members’ views on the issue were summarised as follows:

- (1) Members said that according to the paper of the DFMC, the LCSD generally explained the facilities of the sports complex in Zone 12, and they inquired about the views of the TD on the ancillary parking spaces there;
- (2) Members said that after the resumption of the land for the temporary car park and the proposed sports complex and sports ground, nearly 400 parking spaces would be

lost, resulting in a significant impact. Members requested the TD to relay Members' concern to the Development Bureau (DEVB), and the DEVB and the TD should cooperate to make up for the relevant parking spaces; and

- (3) Members said that the land of the sports complex was located in Yuen Long South. The DEVB was in charge of the Yuen Long South project. The DEVB should also be in charge of the sports complex, library and parking lot. The TD was requested to follow up with the DEVB as soon as possible.

54. Mr Wilson LEE of the TD gave a consolidated reply as follows:

- (1) He indicated that the site in Zone 12 originally had a short-term lease parking lot, which provided about 100 parking spaces. The Department aimed to provide the same number of parking spaces at the original site. It would continue to discuss with relevant departments to increase the space for increasing parking spaces, but there were different factors that had to be taken into consideration, e.g., the plot ratio limit of the land;
- (2) He said that the works department was responsible for assessing project costs. The TD would continue to discuss with relevant departments and would introduce the entire project of Zone 12 in the DC together with the LCSD and other relevant departments later. By the time, the TD would provide relevant information to Members;
- (3) He had noted Members' views that the immediate reduction of 400 parking spaces would have a significant impact, and would reflect with colleagues in relevant divisions and departments their demand for the replacement of 400 parking spaces; and
- (4) He said that more information on the land at the junction of Yuen Lung Street and Yau Tin East Road had only been received in the past one or two months. The development direction could only be understood after discussing with the departments in charge.

55. The Chairman concluded by requesting the TD to inform the DEVB of the arrangements for parking spaces in the relevant lots as soon as possible to make up for the lost parking spaces.

(9) Mr LAM Ting-wai proposed to construct a walkway cover at Po Yip Street in Yuen Long
(T&TC Paper No. 55/2021)

56. Members' views on the issue were summarised as follows:

- (1) Members said that the section of Po Yip Street that Members proposed to add a walkway cover was long, and there were few buildings nearby for shelter. People passing through this section would be directly exposed to the sun. Members inquired about the TD's progress of study on adding a walkway cover;
- (2) Members said that the addition of walkway covers and lifts was to facilitate pedestrians, and asked for the reason why pedestrian flow needed not be considered when adding a lift;
- (3) Members inquired when the second phase of the construction of pedestrian walkway covers would commence;
- (4) Individual Members expressed their disapproval of the construction of a cover for the pedestrian walkway. They thought that the government failed to make effective use of financial resources. They inquired whether the government had relevant policies to build covers for pedestrian ways in the new development areas in the future. They were concerned that the gradual construction of covers after the completion of new development areas in the future would involve a number of projects; the problem of lost trips of GMB at the place was what led to the need for the public to choose to walk. After the construction of the walkway cover, the problem of lost trips of minibus still had to be dealt with. It was considered that this proposal was not addressing the cause; and
- (5) Members considered that some road sections were too narrow, and the additional cover could not keep out the rain. The additional walkway covers in new development areas had to have sufficient width and appropriate height. Members inquired about the considerations of the CEDD in proposing building walkway covers in new development areas.

57. Mr Wilson LEE of the TD gave a consolidated reply as follows:

- (1) He said that the pedestrian flow should be taken into account when adding a walkway cover. In addition, the road setting would also be considered. For example, whether there would be enough space for the addition of cover over a pedestrian walkway. The Department had to take time to prepare the pedestrian flow statistics, and would account to Members later on whether they decided to add the cover based on the results of the pedestrian flow statistics;
- (2) He said that it was mentioned in the 2016 Policy Address that a district could nominate sections not exceeding 500 meters to add walkway covers. At that time, Yuen Long District chose to cover the sections connecting Yoho Mall I and Siu Sheung Road by Pok Oi Hospital, and the project has now begun. The Department noted Members' suggestions; and
- (3) He said that the Department was reviewing with the HyD the timetable for the second phase of the pedestrian covered walkway scheme and would consult the T&TC in due course.

58. Mr Wilson MAN of the TD gave a consolidated reply as follows:

- (1) He said that the CEDD was designing new development areas, and the TD would provide advice for the planning of pedestrian walkways. If the main pedestrian walkways met the standard for adding covers, or there were passages connecting to important community facilities, the TD would request adding covers on the relevant sections as infrastructure support;
- (2) He said that when considering the construction of a pedestrian walkway cover, in addition to the pedestrian flow, the width of the walkway would also be evaluated. Adding a cover over a section where the pedestrian walkway was too narrow may worsen the environment for pedestrians; and
- (3) He said that the Department had no relevant guidelines on the relationship between lost trips of minibuses and walkway covers.

59. Mr Kelvin TSANG of the TD said that in early May, a field survey was conducted on the problem of GMB lost trips. The service level of GMB Route No. 611 was roughly similar to the service schedule, which frequency was about 8 minutes. The frequency of Route No. 611B was about 30 minutes, which was also roughly in line with the level stated in the service schedule. No lost trip was found.

60. Mr Joe TO of the CEDD said that the TD would comment on pedestrian walkway covers proposed to be constructed in new development areas by the CEDD, and the officers in charge of new development area projects would actively follow up the opinions of the TD. He would reply to Members after the meeting on the considerations of the CEDD in proposing for the construction of walkway covers in new development areas.

61. The Chairman concluded by asking the TD to increase communication with DC members of the constituencies concerned on the issue of pedestrian walkway covers and lost trips of minibuses at the relevant locations.

(Post-meeting note: The CEDD replied to the Secretariat on 4 August on the provision of covered walkways in Hung Shui Kiu / Ha Tsuen new development area and Yuen Long South development. The Secretariat has forwarded the relevant information to Members for reference.)

(10) Mr LAM Ting-wai and Mr SHEK King-ching proposed to discuss the request for addressing the traffic congestion problem at Yuen Long Kau Hui Road (T&TC Paper No. 56/2021)

62. Members' views on the issue were summarised as follows:

- (1) Members said that the problem of congestion on Kau Hui Road outside Chung Sing School was long-standing. Members had visited the scene after class last Tuesday. Vehicles queued up to Long Yat Road. At that time, Members called the Yuen Long Police Station to send officers to address the situation, but even after half an hour and the queue dispersed, no police officers came to the scene; and
- (2) Members said that they had sent a letter to the police on the relevant road section to inform the police of the time when classes ended and requested the police to send officers to assist in traffic control. They knew that the police had sent police cars to patrol the area nearby on the following Wednesday and hoped that police cars would be sent to inspect the location regularly in the future to avoid further congestion.

63. Mr LEUNG Kei-ching of the HKPF said that after schools resumed half-day or full-day face-to-face class arrangements, the police had patrolled many school zones. In Yuen Long alone, there were more than five school zones, including Lam Hau Tsuen, Ma Tin Road, Town Park North

and South Roads, Castle Peak Road, Kai Tei, Kau Hui Road, etc. In addition, they also sent officers to patrol several sections of Tin Shui Wai. Illegally parked vehicles mainly appeared between 3:00 and 3:45 after class. There were a large number of parents' cars waiting to pick up students after class. If the obstruction was serious, they would try taking action to prosecute. However, considering that the public demand for parents' cars was particularly high this year for parents did not want students to take public transport due to the epidemic, and the police had limited resources, they had arranged to patrol school areas in turn after class. The public might have to be patient. In case of serious congestion, they could call the report hotline.

64. The Chairman concluded that the congestion problem was serious after school resumed. He agreed that the police should patrol school campuses in turn and requested the police to patrol more frequently.

Item VI: Reports of government departments:

**(1) Progress report from the Transport Department
(T&TC Paper No. 44/2021)**

65. Members noted the above paper.

**(2) Progress report from the Highways Department
(T&TC Paper No. 45/2021)**

66. Members' views on the report were summarised as follows:

- (1) Members were concerned about the first refuge island project on Kuk Ting Street and Castle Peak Road. The description of the project in this report was exactly the same as that in the previous report, that was it failed to pass the temporary traffic arrangement test conducted in March. The project had been approved for years. Members inquired about the progress of the project since March;
- (2) Members considered that the temporary traffic arrangement plan of the Kuk Ting Street project had failed already in 2019, and it had taken too long to try the second plan only until March this year; Members commented that the intersection involved in the project was very busy. Although the TD had proposed to extend the green light, it was possible that some people would still cross the road when the light was red. Members believed that the project department should have a backup plan

beforehand instead of re-planning anew after failure, which had delayed the project for five years. The TD was requested to explain in detail what works were involved in the project. If the construction procedure was not complicated, it was recommended that construction could be carried out at night;

- (3) Members inquired why night-time construction had to be carried out after the last light rail train, but there were no relevant restrictions on daytime construction; it was pointed out that there were few pedestrians after 7 p.m., so night-time work could be carried out at night from 7 p.m. to 11 p.m. It was considered that there would be more and more pedestrians in Yuen Long District, and the construction would only become more and more difficult if the project was delayed further;
- (4) Members inquired on Item 20 about the project of adding motorcycle parking spaces to the lamp post LP(DD0556) on Tin Shui Road. The HyD said at the previous meeting of the T&TC that it would apply for temporary land allocation with the LandsD. They would like to learn about the latest progress of the project;
- (5) Members inquired on Item 34 about the progress of the road test on Ping Wui Street, and asked whether the HyD had test the road eventually on 17 May; if not, when the relevant arrangements would be made;
- (6) Members pointed out it was mentioned in Item 31 that road markings would be added at the junction of Town Park Road North and Town Park Road South, and asked the HyD to supplement the location of which road markings would be added;
- (7) Members inquired on Item 26 about the project of adding pedestrian ways on Town Park Road North. The HyD has been saying that it was applying for excavation permit and waiting for approval of the temporary traffic arrangements. Members inquired about the progress of the project;
- (8) Members inquired on Item 30 about the road improvement project at the location of a fatal traffic accident. The HyD had said that the relocation project would be completed around May, but some Members recently found that several big trees at the location had not been removed when they went pass the location. Enquiries were made as to whether the Department intended to retain the big trees and whether the project had been completed; the HyD was requested to report on the progress of the next phase of the project, such as the re-routing and the addition of traffic lanes. In addition, the HyD and the TD had indicated that they would consider installing

temporary traffic lights and adding warning signs at relevant locations before the completion of the project. Members inquired about the progress of the study;

- (9) Members said that the HyD responded that the project might encounter difficulties in handling public facilities, but the problem stemmed from the fact that the government had not considered the design of the road comprehensively in the first place, for example, about the installation of traffic lights. Members believed that the government should refer to other government projects such as the Universal Accessibility and hire a consultancy to formulate a detailed design of the necessary crossing facilities at the initial stage of the road design projects. The TD and the HyD had been asked to list all locations where appropriate crossing facilities had not been installed, so that the Departments could review the relevant problems as a whole, rather than relying on the DC to strive to improve crossing facilities one by one or follow up after accidents occurred, so as to reduce injuries and casualties and administrative resources;
- (10) Members inquired about the progress of Item 16 about the relocation project of pedestrian crossing facilities and refuge island on Tin Mei Street near Tin Ho Road. The description on the progress of the project was still the same as that from one year ago;
- (11) Members followed up Item 6 of adding pedestrian signal facilities on Ying Ho Road. The HyD had earlier said that they were still lacking the approval from the LandsD. Members inquired about the current progress;
- (12) Members said that the HyD had expressed reservations about the feasibility of adding a refuge island to Kau Yuk Road near On Hong Road in item 15. Members requested an explanation on how the TD could revise the design to meet the engineering requirements; it was said that there was a zebra crossing in front of N.T. Heung Yee Kuk Yuen Long District Secondary School. The lane of Kau Yuk Road westbound out of Tai Yuk Road changed from a single lane to double lanes turning left and right respectively after passing the zebra crossing. However, most vehicles chose to turn right and vehicles turning to the lane on the left were often blocked by the vehicles turning right. Members were concerned that adding a refuge island would worsen the congestion, unless the refuge island was to be taken as the alternative to the zebra crossing; and
- (13) Members said that many projects involved the relocation of underground facilities

and the allocation of land by the LandsD. They asked whether there was a routine standard procedure for making such applications, and asked why such applications took a long time.

67. Mr SHIH Yung-chi of the HyD gave a consolidated reply as follows:

- (1) He said the HyD had contacted the LandsD on the land allocation for the addition of motorcycle parking space under Item 20. The LandsD said that the site had previously been allocated for the construction of motorcycle parking spaces. At present, the HyD had again applied to the LandsD for land allocation for the expansion of motorcycle parking spaces to become a motorcycle park consisting of two pieces of land. In this connection, the LandsD needed a reply from the HyD on whether it would agree to merge the two pieces of land. The HyD had agreed and replied to the LandsD. Once the land allocation was approved by the LandsD, work would be arranged to start immediately;
- (2) He said that he had received no news that the road test in Item 34 had been implemented on 17 May. He would reply to the relevant Members after learning of the details;
- (3) He said that the HyD had prepared a schematic diagram on the addition of road markings in Item 31, which would be provided to Members later;
- (4) He said that the HyD was drafting traffic arrangements for the project on Town Park North Road in Item 26. It would apply for road excavation later. Upon getting the approval, construction would begin. It would report to Members after getting the official approval, depending on the progress of the approving department;
- (5) He said that most of the work of removing trees and paving footpaths in Item 30 had been completed. At present, a piece of pedestrian land was being built in the corner in accordance with the requirements of the TD. The felling of three trees had been completed. There were still some underground facilities. Therefore, it would not be suitable to pave the ground for the time being and should be left to be completed at one time in the future; he understood that after the accident, everyone was very concerned about the traffic problems at the relevant location. At present, the project had entered the next stage. After the “Look Left” and “Look Right” signs were added on the ground at the crossing at the end of April, it was necessary to expand the carriageway and increase traffic signals in the long run. The HyD had confirmed

that signal lines could be set at the cross road ducts at this location, and the difficulty of setting up traffic signals at the location could be handled. The HyD was waiting for the TD to prepare the chips used in traffic signals. The HyD had conceived temporary traffic arrangements for the installation of the chips. There should be enough time to complete the temporary traffic arrangements before the completion of the chips by the TD. The relevant arrangements had been implemented at nearby intersections earlier. He believed it would not be a problem and hoped that the work could be completed before the end of this year;

- (6) He said that at this stage, they were addressing the first construction order for addition of pedestrian ways and the three trees. The Water Supplies Department (WSD) was still examining how to relocate the relevant facilities. The HyD hoped to avoid the relocation of trees as far as possible. If the trees would affect the construction of the project, relocation would be considered upon assessment. In the next stage, if the carriageway was expanded, relocation of the trees might again be necessary;
- (7) He said that a meeting was held on 2 June regarding major underground public facilities on the relevant location. There was a water pipe with a diameter of 700 mm under the existing cycle track at the location to supply fresh water to the area. Even if the water pipe could be constructed and modified, the water supply might need to be cut off. In addition, the fresh water pipe was a “Ω” shaped water pipe, so it would be necessary to study why a water pipe of this shape was selected at that time and to confirm whether there were unknown structures underground. At this stage, the WSD had yet to reply whether the water pipe could be modified, as well as the time required and the cost. There was a substation nearby. CLP had revealed that there were more than 30 groups of wires at this location. It would need a 2 to 2.6m wide pedestrian way to provide enough space for all wires. However, even if the location was widened, there still might not be enough space;
- (8) The HyD would cooperate with the TD to install traffic signals, but the information on the locations of all intersections with traffic signals had to be provided by the TD;
- (9) He said that the Department had planned to carry out the project of Tin Mei Street near Tin Ho Road in Item 16 first, but at that time, upon evaluation of other unfinished projects, it was hoped that they could complete the more complex projects that could benefit more members of the public first. This project was used

by fewer pedestrians, so the pace of promoting it was slowed down. The progress of various projects in the report that had been reviewed at the last two working meetings of the HyD. Colleagues were urged to submit the design of traffic diversions as soon as possible at the last meeting, and there should be progress to report at the next T&TC meeting;

(10) He had noted Members' reservations on the project of addition of refuge island in Item 15, that there were crossing facilities in front of and behind the location of the proposed refuge island; there was a bus stop between the new refuge island and the crossing in front; and Kau Yuk Road was also very busy. The police also said that the construction of a refuge island at the relevant location could affect the turning of long vehicles. The HyD had conveyed relevant opinions to the TD. At the meeting held at the end of May, the TD still considered that it was necessary to add a refuge island and planned to revise the design again; the HyD would be responsible for the part of construction. It could only reflect the difficulties in construction and public opinions to the TD. It would be up to the TD to decide whether to implement the project and to decide the design of the safety island; and

(11) He said that the problem of underground public facilities was often encountered in the promotion of projects. Out of the concern that the project could not be carried out due to other factors after the relocation of underground facilities and new underground facilities would have to be laid at the relevant location, the HyD would generally propose to modify underground public facilities only when construction was ready to start in the past. At present, upon receipt of the construction notice from the TD, arrangements would be made for relocation of the underground public facilities, and the HyD had to be informed of the subsequent laying of new underground public facilities. On the other hand, the LandsD had been very cooperative in the past and had allocated the land as soon as possible after receiving the application, unless there were special circumstances.

68. Miss CHEUNG Pui-yan of the HyD gave a consolidated reply as follows:

(1) She said that the refuge island widening project on Kuk Ting Street in Item 1 failed to pass the temporary traffic arrangement test in March because many pedestrians did not cross the road according to the on-site instructions during the closure of the refuge island. In view of the safety of road users, the test failed; after discussion with the TD, it was considered that through semi closure of the refuge island and the extension of the time of green light for pedestrians, pedestrians could have enough

time to use the refuge island to cross the road during the construction period, so as to divert the flow of people nearby;

- (2) She said that the project of Kuk Ting Street in Item 1 was to expand the space of the refuge island, involving modifying the concrete surface of the refuge island on both sides and resurfacing the tactile tiles in the middle of the refuge island to alleviate the crowded flow of people; the proposal of night-time work had been considered, but considering the impact on nearby residents and the need to observe the service hours of the light rail, the work could only be carried out after the train service ended at midnight, and so the proposal of night-time work was not adopted in the end; they had discussed with the TD the option of closing half of the refuge island and extending the time of green light for pedestrians, and consider that pedestrians could have enough time to cross the road using the refuge island during the construction period, so as to divert the flow of people nearby; the HyD was revising the temporary traffic arrangement plan and was expected to submit it to relevant departments for review in July; Members' suggestions on construction at night and their concerns about the project were noted, and they would discuss the relevant plan with the contractor; and
- (3) She said regarding Item 6 that the land had officially been handed over with the LandsD and the representatives of housing estates on 10 June for the recovery of part of the land currently managed and maintained by adjacent housing estates. Officers of the LandsD would assist in the remaining paperwork procedures of land registration. The HyD was now applying for an excavation permit for the project and had made changes to the proposed plans received after the last test of temporary traffic arrangements for further improvement of the plan. The works could be started after the excavation permit was granted.

69. Mr TSE Ho-hang of the TD said that the colleagues in charge had noted the opinions on the design of the refuge island in Item 15 and would follow up the relevant project with the relevant Members.

70. The Chairman concluded that he hoped that the HyD would actively follow up Members' views.

**(3) Statistics on cycling accidents and related enforcement actions
(T&TC Paper No. 46/2021)**

71. Members noted the above paper.

**4) Temporary traffic arrangements in Yuen Long District
(T&TC Paper No. 47/2021)**

72. Members' views on the report were summarised as follows:

- (1) Members said that they would occasionally receive construction information from private telecommunications companies, gas companies and other public utilities. This report did not include public utilities projects. They asked which department could integrate the relevant information;
- (2) Members inquired whether it was necessary to apply to the LandsD for land allocation before the construction of public utilities, and whether the LandsD could integrate the information on temporary traffic arrangements for public utilities and provide it in the report; and
- (3) Members said that the Advance Works of the Kam Tin South Development Project under the charge of the CEDD had lasted for many years. Water-filled crowd control barriers and traffic cones were often placed, but no construction was seen carried out. The vehicles on the roads involved mainly led to the Kam Sheung Road Station. Most of the roads were left with one-way traffic during the project period, resulting in road congestion and chaos. The CEDD was requested to close roads only when there was a real need for construction. In addition, the CEDD was requested to inform the contractor to allow double-lane traffic in front of traffic lights as far as possible, otherwise the ability of the road to dredge traffic flow would be greatly reduced.

73. Mr SHIU Wai Ming of the LandsD said that land excavation near the roadside might not necessarily be approved by the LandsD. The HyD also had a system for application for land excavation permission. The HyD could be a more suitable department to be responsible for consolidating project data of public utilities.

74. Mr SHIH Yung-chi of the HyD said that road excavation applicants could submit their

application to the relevant departments for approval through the system of the HyD. The expected construction period at the time of application could be different from the date of approval the Department. He doubted that the information of temporary traffic arrangements might not be accurate, and it was not sure whether the relevant information could be exported for the time being. He would inquire and respond about whether the information could be provided after the meeting.

75. Mr Joe TO of the CEDD noted Members' comments on the Advance Works of the Kam Tin South Development Project and would convey Members' comments to the officers in charge.

76. The Chairman concluded that some public utility projects could take place unexpectedly, and district issues could be handled by Members and relevant organisations among themselves. If there were issues with greater impact, they could discuss them further in the committee, and the HyD was also requested to reply whether they could consolidate the information on public utility projects.

Item VII: Any other business

(1) Withdrawal of a Member from the working group under the T&TC of the YLDC

77. The Chairman announced that, after consultation with Members, Mr HONG Chin-wah's withdrawal from the Working Group on Traffic and Pedestrian Congestion in Yuen Long and the Working Group on Mass Transit Services was endorsed.

78. There being no other business, the meeting ended at 4:35 p.m.

Yuen Long District Council Secretariat
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