

**Minutes of the First Meeting of
Traffic and Transport Committee
under Yuen Long District Council in 2024**

Date: 20 February 2024 (Thursday)

Time: 2:30 p.m. – 5:25 p.m.

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

Present

Chairman : Mr CHING Chan-ming

Vice : Ms MA Shuk-yin

Chairman

Members : Mr MAN Ka-ho, Donald, JP
Mr SZE TO Chun-hin
Mr LI Kai-lap, Riben
Ms LI Ching-yee
Mr LAM Chung-yin
Mr LAM Wai-ming
Mr YIU Kwok-wai, MH
Mr SEI Chun-hing
Mr CHUI Kwan-siu
Mr TSUI Wai-ngoi
Ms YUEN Man-yee , MH
Mr CHEUNG Wai-sum
Mr LEUNG Ming-kin
Mr LEUNG Yip-pang
Mr KWOK Wing-cheong
Ms CHAN Yin-kwan, Yankie
Mr CHAM Ka-hung, BBS, MH, JP
Mr TONG Tak-chun
Mr WONG Wing-ho, Allan
Ms CHIU Sau-han, MH
Ms LAU Kwai-yung
Ms LAI Yuet-kwan, Fennie
Mr SO Yuen

Secretary : Miss LAI Hiu-tung, Leanna Executive Officer (District Council) 2,
Yuen Long District Office

In Attendance

Miss ONG Kei-hang, Chelsea	Assistant District Officer (Yuen Long) 2
Ms LEUNG Hiu-wai, Christine	Executive Officer (District Council) 5, Yuen Long District Office
Miss SIU Ka-yan, Catherine	Senior Transport Officer / Yuen Long1, Transport Department
Ms CHUNG Man, Emily	Senior Transport Officer / Yuen Long2, Transport Department
Mr MA Yik-kau, Victor	Engineer / Yuen Long West 1, Transport Department
Ms CHAN Sai-tung	Engineer / Yuen Long Central, Transport Department
Mr CAI Hao, Phil	Engineer / Yuen Long East, Transport Department
Mr IP Chi-wai	Engineer / Yuen Long South, Transport Department
Mr LAM Chi-sing, Adrian	Engineer/Boundary 1, Transport Department
Mr LEUNG Chi-kong, Donald	Engineer/Boundary 3, Transport Department
Mr CHAN Chi-kwong	District Engineer / Works (Northwest), Highways Department
Mr CHU Lap-hung	Administrative Assistant / Lands (District Lands Office, Yuen Long), Lands Department
Mr LEUNG Wai-yip	Officer-in-charge, District Traffic Team (Yuen Long), Hong Kong Police Force
Ms LUI Wan-yin	District Operations Officer (Yuen Long), Hong Kong Police Force

Item 4

Ms Penny CHUNG	Corporate Communications Manager, Citybus Limited
Mr Clarence CHAN	Operations Manager (Kowloon & New Territories), Citybus Limited

Items 5 & 6

Mr Ken WONG

Manager (Operations),

The Kowloon Motor Bus Co. (1933) Ltd

Mr CHOW Lai-hei

Assistant Manager (Public Affairs),

The Kowloon Motor Bus Co. (1933) Ltd

Items 8 & 9

Mr SIU Wai-nok

Senior Manager – Light Rail / Bus Crew
and Control, MTR Corporation Limited

Mr TAM Kai-chi

Senior Manager – Light Rail / Bus
Passenger & Traffic,

MTR Corporation Limited

Ms LAM Wun-yi, Nicola

Manager – External Affairs,

MTR Corporation Limited

Items 10 & 11

Mr TO Kai-cho, Joe

Engineer/16 (West),

Civil Engineering and Development
Department

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Opening Remarks

The Chairman welcomed Members and department representatives to the first meeting of the Traffic and Transport Committee (“T&TC”) under the Yuen Long District Council (“YLDC”) in 2024.

Questions raised by Members:

Item 1: Mr KWOK Wing-cheong and Ms LI Ching-yee proposed a discussion on “Provision of lay-bys at all the bus stops along Kam Sheung Road” (T&TC Paper No. 1/2024)

2. The Chairman referred Members to Paper No. 1 and the consolidated written replies from the Transport Department (“TD”) and Highways Department (“HyD”).

3. Members’ views and enquiries about the item were summarised as follows:

- (1) The suggestion on provision of lay-bys along Kam Sheung Road had been discussed in a T&TC meeting under the last two terms. In order to divert the traffic flow increased in connection with the development near Kam Sheung Road Station, Members hoped that relevant departments could speed up the construction of lay-bys;
- (2) asked about the works schedule for provision of lay-bys at additional three bus stops mentioned in the written replies from TD and HyD;
- (3) asked whether TD and HyD would conduct feasibility study on provision of lay-bys at bus stops, including the one mentioned by Members in their paper, by means of land resumption. As many serious traffic accidents had happened there, being a traffic black spot, Members wanted the Departments to speed up solving this problem; and
- (4) As many sections of Kam Sheung Road were one-lane carriageways with two-way traffic and lay-bys were not set up outside the refuse collection points, congestion was easily caused when a refuse collection vehicle collected rubbish along Kam Sheung Road. This caused inconvenience to people’s mobility and danger to road users. About two months ago, a senior citizen was hit by a vehicle near the traffic light of Ngau Keng Tsuen. Therefore, Members hoped that relevant departments could consider

moving the refuse collection point to inside the government land at the roadside, so that a refuse collection vehicle could collect rubbish inside without blocking the traffic.

4. Mr CHAN Chi-kwong of HyD noted Members' views which would be relayed to relevant works sections.

5. The Chairman urged HyD to actively follow up on Members' views in his conclusion.

Item 2: Mr SEI Chun-hing proposed a discussion on “Proposed construction of a covered walkway along the road section of Fung Cheung Road between Residence 88 and The Reach in Shap Pat Heung, Yuen Long” (T&TC Paper No. 2/2024)

6. The Chairman referred Members to Paper No. 2 and the written reply from TD.

7. Members said that apart from two residential courts, namely The Reach and Sereno Verde, there were rural villages nearby. More residential projects were also coming. Members hoped that relevant departments could actively consider construction of a covered walkway there.

8. Mr IP Chi-wai of TD replied that the Department had conducted a pedestrian flow survey there, which found only 100-150 per hour during peak hours. The standard of 3 000 per hour was not reached and thus the Department had no plan to construct a covered walkway there.

9. The Chairman concluded that the Department had also rejected construction of a covered walkway elsewhere as the pedestrian flow did not reach 3 000 per hour. However, apart from Yuen Long Town, it was less possible for other road sections to reach that minimum standard. Members hoped that TD could consider the possibility of constructing a covered walkway on a need basis.

Item 3: Mr CHEUNG Wai-sum and Mr CHUI Kwan-siu proposed a discussion on “Request to construct a covered walkway connecting Hung Yuen Road to Hung Shui Kiu Light Rail Station” (T&TC Paper No. 3/2024)

10. The Chairman referred Members to Paper No. 3 and the written reply from TD.

11. Members’ views and enquiries about the item were summarised as follows:

- (1) Although TD’s minimum requirement on pedestrian flow was not reached, the population of senior citizens increased since the intake of Hung Fuk Estate. Pak U Neighbourhood Elderly Centre was also found nearby. Senior citizens living near Hung Shui Kiu or even Tan Kwai Tsuen used that road section every day, but no rain shelter or covered part was found there, causing inconvenience to senior citizens and persons with physical disability on rainy day. Therefore, Members hoped that the Department could consider the proposal based on actual circumstances;
- (2) Developments of Hong Kong Housing Society (“HKHS”) and private developers opposite Hung Fuk Estate would be completed soon. Members believed that the road section could reach the minimum requirement of 3 000 per hour soon, and hoped that TD could review and consider by then the possibility of constructing a covered walkway there, where all had to walk pass; and
- (3) asked about the time when TD conducted a study on pedestrian flow and wanted to inspect the site together with the Department.

12. A consolidated reply provided by Mr Victor MA of the TD was as follows:

- (1) According to the Department’s guidelines, a road section needed to reach a minimum requirement on pedestrian flow of 3 000 per hour on a normal day before the Department could consider construction of a covered walkway. The Department conducted a pedestrian flow study on the proposed road section during peak hours on 15 January this year and the result was about 1 259, below the Department’s standard; and
- (2) As that road section was located inside Hung Shui Kiu / Ha Tsuen New

Development Area, the Civil Engineering and Development Department (“CEDD”) conducted a traffic impact assessment which included a pedestrian flow assessment. There was no need for such a covered walkway for the time being. Despite all these, the Department would keep in view the pedestrian flow there.

13. The Chairman asked the TD in his conclusion to follow up on Members’ views and as per their request, arranged a joint site inspection.

Item 4: Ms LAI Yuet-kwan, Fennie proposed a discussion on “Request to advance the first departure time of special departure Route No. 967X” (T&TC Paper No. 4/2024)

14. The Chairman referred Members to Paper No. 4 and the written reply from TD, and welcomed the following representatives of Citybus Limited (CTB) to the meeting:

Corporate Communications Manager

Ms Penny CHUNG

Operations Manager (Kowloon & New Territories)

Mr Clarence CHAN

15. Members considered that what the Department mentioned was based on the assumption of smooth traffic when the first bus of Route 967X arrived at Causeway Bay. Considering the busy traffic in the morning, passengers could have more time to cater to unexpected traffic problems if the first departure time was advanced 10 minutes earlier.

16. Ms Penny CHUNG of CTB said that just like what the written reply from TD mentioned, the current bus trips could basically cater to passengers’ needs, but CTB would review whether the departure times in the morning needed to be adjusted to better cater to passengers’ travelling plan.

17. Ms Emily CHUNG of TD replied that passengers had resumed the normal time for going to work and school after the Lunar New Year. The Department would continue to keep in view the travelling time, especially the first departure, and further follow up.

18. The Chairman asked TD to consider the feasibility of the proposal in his conclusion.

**Item 5: Mr KWOK Wing-cheong, Ms LI Ching-yee and Mr LEUNG Ming-kin proposed a discussion on “Lost trip problem of Kam Sheung Road bus routes, such as 251A”
(T&TC Paper No. 5/2024)**

19. The Chairman referred Members to Paper No. 5 and written reply from TD, and welcomed the following representatives of The Kowloon Motor Bus Co. (1933) Ltd (KMB) to the meeting:

Manager (Operations)

Mr Ken WONG

Assistant Manager (Public Affairs)

Mr CHOW Lai-hei

20. Members’ views and enquiries about the item were summarised as follows:

- (1) Members conducted six investigations on buses travelling via Kam Sheung Road during peak hours and found serious lost trip problem. There was even a delay of over 32 minutes before the bus could reach the bus stop. As passengers of Kam Sheung Road relied on KMB’s services to go to MTR Station and Tai Lam Tunnel, the lost trip problem significantly affected passengers going to work and school. Members hoped that TD and KMB could review the service arrangements;
- (2) Members conducted five investigations on bus services of Routes 64K and 251A. They found that two to three buses usually concurrently arrived at the bus stop, but the next bus might come after at least 20 to 30 minutes;
- (3) Circular routes 251A and 251B were the two routes with the highest number of passengers which travelled via Pat Heung Road Interchange. Members conducted investigation on these two routes and found that only three buses run these two circular routes during peak hours. As the number of bus passengers was much higher than that of minibus, Members considered that increasing trips of circular routes 251A and 251B could help solve the traffic congestion along Kam Sheung Road, and asked KMB about the feasibility of arranging one more bus to run the circular routes;

- (4) As there was no overnight bus service in that area, Members hoped that KMB could extend the service hours so that passengers could still interchange for circular routes 251A and 251B at Tai Lam Tunnel Interchange to go home after work; and
- (5) Illegally parked vehicles were commonly found near the petrol station of Sheung Tsuen, so that buses of 251A could hardly turn into Kam Sheung Road, requiring frequent contact with the Police for enforcement actions.

21. Replies of Mr Ken WONG of KMB were consolidated as follows:

- (1) As for the irregular trips of Route 251A on 25 January mentioned in TD's written reply, KMB checked its records and found that a bus broke down on that day. KMB thus re-arranged the frequency to 30 minutes. The estimated arrival time shown in the application could not be timely updated and was wrongly displayed as 41 minutes. After repairing the bus, bus services resumed normal;
- (2) There were always considerable number of works along Kam Sheung Road. KMB regularly monitored travelling time. In some periods, buses might not reach the bus stop on time due to traffic congestion. KMB recently reviewed its bus schedule and made revisions. Currently, buses could basically follow the schedule when departing from the terminus;
- (3) KMB increased its number of morning trips for Route 251A to address the passenger demand in February. As for the off-work time at night, as passengers were not as concentrated as in morning, KMB noted that current trips could cater to passenger demand for the time being. KMB would closely monitor the situation and make adjustments when necessary; and
- (4) The last trip of Routes 251A and 251B was 1:25 a.m. and 1:20 a.m., which could be connected by the last bus trips from the urban areas to Yuen Long.

22. Replies of Miss Catherine SIU of TD were consolidated as follows:

- (1) The Department would keep in view the service standards and trip stability of the routes and timely conduct site inspection. KMB's operational

records would also be reviewed. KMB would follow up in case of discrepancies; and

- (2) Regarding Members' views on Routes 251A and 251B, the Department and KMB would come up with an appropriate trip adjustment plan with reference to factors such as passenger flow and use rate.

23. The Chairman asked the Police in his conclusion to take note of the illegal parking in Sheung Tsuen mentioned by Members. He also asked TD and HyD to look for room for improvement regarding road design.

Item 6: Mr SZE TO Chun-hin, Ms MA Shuk-yin, Mr SO Yuen and Mr TONG Tak-chun proposed a discussion on "Request to split bus route B1" (T&TC Paper No. 6/2024)

24. The Chairman referred Members to Paper No. 6 and the written reply from TD.

25. Members' views and enquiries about the item were summarised as follows:

- (1) In view of the trend of residents of Yuen Long going to Shenzhen during weekends, there were insufficient bus services, especially the returning trips of Route B1. Route B1 ran from Tin Shui Wai to Lok Ma Chau via Yuen Long. The same problem applied to the other direction. Residents of Tin Shui Wai needed to get over a long period of traffic congestion along Yuen Long Main Road before reaching Lok Ma Chau. The total travelling time reached about an hour. Members said that splitting of Route B1 had been proposed in previous terms of T&TC, but the proposal had not yet become reality. Currently, the trips of Route B1 obviously could not cater to the passenger flow during peak hours. Members asked whether TD would consider splitting Route B1 by setting up individual routes for Yuen Long and Tin Shui Wai;
- (2) TD mentioned in its written reply that the estimated passenger flow of the Tin Shui Wai route after splitting Route B1 was not high. Apart from Tin Tsz and Tin Yiu, those living in Tin Shui Wai North also had the needs to travel to Lok Ma Chau. Members suggested that the individual route for Tin Shui Wai could run through the whole Tin Shui Wai before reaching Lok

Ma Chau;

- (3) asked the Department how to alleviate traffic congestion along Yuen Long Main Road without splitting Route B1 which could reduce travelling time for those living in Tin Shui Wai;
- (4) Apart from holidays, those living in Tin Shui Wai North also needed to take Route B1 for going to work and school;
- (5) Regarding TD's observation that there were fewer passengers from Tin Shui Wai, Members said that they were just trying to avoid the congestion along Yuen Long Main Road and chose to interchange for Route B1 at YOHO MALL I. The statement that fewer passengers from Tin Shui Wai needed to take Route B1 was not true. Members hoped that the Department could conduct a site investigation to know the actual number passengers of Tin Shui Wai who needed to take Route B1;
- (6) As those living in Tin Shui Wai North could only go to control points of Shenzhen Bay and Lok Ma Chau by minibus, Members always received complaints about inconvenience caused by long waiting time and multiple interchanges;
- (7) Route B1 once travelled via Tin Shui Wai North before the epidemic, which showed the feasibility of such route. Members hoped that the Department could split Route B1 to cover those living in Tin Shui Wai North and facilitate their northbound travel;
- (8) asked about the actual operation and eligibility of the interchange discount, and reflected that there was insufficient promotion on the free interchange discount. Many passengers were not clear about the discount. Moreover, Members asked whether passengers needed to tap their card again to enjoy the interchange discount;
- (9) Those living in Hung Shui Kiu, Fairview Park and Palm Springs had keen demand for Route B1 and hoped that the bus company could consider adjusting the service;
- (10) KMB previously increased its trips in view of the long queue in Yuen Long Station. Special trips were also arranged. Members pointed out that KMB should promptly announce the information on special trips;

- (11) Apart from satisfying local travelling needs, in planning bus services, it was required to consider whether bus services could be in line with the overall development and planning of the future Northern Metropolis, so as to attract Mainland visitors to directly come from control points to spend their leisure time in Yuen Long;
- (12) considered that the Department's provision of free interchange route for residents of Tin Shui Wai could not solve the problems of detour and long travelling time. Members suggested that TD could split Route B1 and conduct investigation on passenger flow. If the Department could not arrange an investigation, Members could offer help. If the collected data supported splitting of route, Members hoped that the Department could actively consider the split;
- (13) The current Route B1 was diverted into two sub-routes to Shan Shui House and Tin Tsz Estate respectively. Members suggested splitting of one more individual route to Tin Shui Wai based on this approach;
- (14) In view of full capacity of some trips when departing from Tin Shui Wai to Yuen Long, KMB currently arranged some special trips at YOHO MALL I or other locations during holidays. Members considered that unreasonable to provide extra trips during holidays but not splitting routes on normal days;
- (15) asked about the feasibility of widening Lok Ma Chau Spur Line Public Transport Interchange (Interchange) to offer more parking space for public transport, and also wanted to know more about the impact of the works of the Loop on the Interchange. To understand more about the situation of the Interchange, Members suggested that the Department could arrange a site inspection;
- (16) The Department said that splitting could not be implemented due to the works of the Loop. Members concerned that the Department might not be able to split the route as other works might affect the location of the Interchange;
- (17) understood that widening of the Interchange required cooperation with other departments and asked whether TD would explore the feasibility of widening the Interchange with other departments; and

- (18) The Interchange could only cater 400 to 500 passengers but there were about 4 000 waiting passengers each hour during peak period. The Department needed to arrange three buses concurrently to address to the passenger demand. Members considered that splitting of KMB Route B1 and arranging staff to divert passengers going to Yuen Long and Tin Shui Wai could effectively shorten the queue.

26. Replies of Mr Ken WONG of KMB were consolidated as follows:

- (1) Before the epidemic, most of the passengers of Route B1 were Mainland tourist while most of the passengers became Hong Kong residents who spent their leisure time in Shenzhen during weekends after the epidemic. Usually, they went to Shenzhen from 10 a.m. to 12 n.n. and went back from 9 p.m. to 11 p.m. This situation posed much challenge to KMB. Currently, there were works at the Lok Ma Chau Bus Terminus which could cater 400-500 passengers. However, there were about 4 000 waiting passengers each hour during peak period, posing much difficulty in addressing passenger demand. Thanks to the cooperation of TD and the Police, KMB could currently arrange 3 to 4 buses concurrently for passengers. After one bus departed, another immediately came, ensuring that the queue could keep moving. Any delay would bring about a long queue into the immigration arrival hall;
- (2) To cater those 4 000-odd waiting passengers, KMB needed to deploy more than 30 buses. It only took about 5 minutes to fill up a bus. As the queue there quickly used up all the space there, KMB needed to race against time. Out of safety concern, the Police did not allow passengers to queue on staircases. However, any delay in getting aboard and getting off could quickly extend the queue into the arrival hall, affecting safety. Therefore, KMB currently wished to maintain this “one-after-one” arrangement to take away all passengers as fast as possible;
- (3) Currently, most of the passengers of Route B1 got off in Yuen Long. As there was only one route, passengers would not get on a wrong bus. However, passengers waiting for a specific route would cluster at the Interchange after splitting of route. This significantly affected the speed of taking away passengers. In view of this, the current arrangements suited most to the situation for the time being, but KMB and TD would closely monitor works progress and discuss improvement of Route B1 services

when necessary;

- (4) Regarding the works of the Interchange, KMB was communicating with TD but the works were expected to continue for a considerable period of time. KMB once inspected the site but could not find any location which was suitable for getting aboard. Therefore, the current mode would be maintained to address the passenger demand; and
- (5) The interchange discount was the same as that of the Tai Lam Tunnel Interchange. Passenger could enjoy the interchange discount simply by tapping the card after boarding Route B1 and the interchanged bus. What Members were asking should be about two-way section fares. Passengers travelling from Lok Ma Chau to Yuen Long might need to tap their card in the front.

27. Replies of Ms Emily CHUNG of TD were consolidated as follows:

- (1) In adjusting public bus services, the Department needed to consider various factors which included other ancillary arrangements in actual operations. In order to be in line with the development of the Lok Ma Chau Loop, the Department conducted a monthly meeting with CEDD. From the area near Lok Ma Chau (San Tin) Public Transport Interchange (i.e. near the bus stop of Lok Ma Chau – Huanggang Cross-boundary Shuttle Bus) to the Interchange along Lok Ma Chau Road, there were a total of three CEDD works, including the road widening works, installation of underground public facilities in Lok Ma Chau Road, etc. Each project had their corresponding road diversion arrangements. TD needed to adjust the services of Route B1 based on the works progress;
- (2) To be in line with the overhead interchange works, the taxi operations in the Interchange had been changing and currently the Interchange was very crowded. At the same time, as the demand for Hong Kong people going to Shenzhen, TD also needed to cope with the Police's crowd control to enhance services of Route B1. As the Interchange also connected to the railway, a few buses needed to be deployed on Sunday nights to address passenger demand. Moreover, due to insufficient operational space, TD had discussed with MTR Corporation Limited (MTR) so that the bus company could use MTR's roads and gates during peak hours, so that stand-by Route B1 buses could park temporarily near the boundary passage of Lok

Ma Chau Road. When passengers got on the few buses inside the Interchange and the buses departed, those waiting outside could immediately drive inside the Interchange to take the passengers;

- (3) The Interchange required much more facilities for getting aboard and getting off after splitting Route B1, but the space was used up currently. During peak hours, parking spaces for school buses of cross-boundary students were already used also. Despite this, TD noted Members' views;
- (4) In response to Members' view that the Interchange already had sufficient operational space, the Department explained that more Hong Kong people went to Shenzhen after the epidemic and the peak hours of southbound travel were usually on weekend nights. The Spur Line was closed at 10:30 p.m. but all passengers could manage to leave only until 11:30 p.m. or 12:00 midnight. As that period was not the operational time of school buses, i.e. morning and afternoon times from Monday to Friday, those spaces could be used for operation of Route B1;
- (5) The building beside the Interchange belonged to MTR and the location near the taxi stand was an emergency meeting point of Lok Ma Chau Station. As piling works of the overhead interchange were in progress, the length of the queue and taxi waiting system required adjustments. The emergency meeting point of Lok Ma Chau Station was also moved to the space between the MTR building and green minibus terminus of Route 75. Currently, during peak hours, apart from Route B1, taxis would also use the space behind the green minibus terminus of Route 75. The busy space would become more crowded because of the works; and
- (6) CEDD had already answered to the Department's request to speed up the works progress. The Department also noted Members' views on splitting Route B1 and would try its best to maintain the operational efficiency of Route B1 when coping with the works progress.

28. The Chairman said in his conclusion that the works near the Interchange might temporarily affect the feasibility of splitting Route B1. In the long run, he hoped that the Department could actively consider and deal with the split proposal. In order to know whether there was sufficient space for pick up/drop-off facilities for the split routes after completion of the Interchange works, the Chairman suggested organising a site inspection after the meeting.

(Post-meeting note: Site inspection on the Interchange was scheduled for 4 p.m. on 17 April 2024.)

Item 7: Mr KWOK Wing-cheong and Ms LI Ching-yee proposed a discussion on “Problem of red minibuses running on Kam Sheung Road failing to follow their designated routes and obstructing road use” (T&TC Paper No. 7/2024)

29. The Chairman referred Members to Paper No. 7 and the written reply from TD.

30. Members’ views and enquiries about the item were summarised as follows:

- (1) As red minibus was not scheduled, over 25 000 residents of Pat Heung South relied on bus routes for stable traffic services;
- (2) Currently, two bus routes and one green minibus route ran in Sheung Tsuen running at an interval of 20 to 30 minutes. Members suggested that the Department could increase bus and green minibus services in Sheung Tsuen; and
- (3) Bus Route 251C only reached Kong Ha Wai but not Sheung Tsuen, while Route 54 was arranged at 30-minute intervals. In view of the long waiting time, Members hoped that accessibility of Sheun Tsuen could be enhanced by introducing red minibus services. Green minibus Route 72 departed from Lui Kung Tin and each minibus was full. No more passenger could board the minibus when it arrived at Sheung Tsuen. Moreover, double bus was so common for Bus Route 64K. Instable trips caused much trouble to the villages. Members wanted TD to seriously deal with this problem.

31. Miss Catherine SIU of TD said that passengers travelling between Yuen Long Town and Sheung Tsuen might take KMB Routes 54 and 64K and green minibus Route 72. The Department also enhanced KMB Route 251C to whole-day service in September last year to improve the services between Kam Sheung Road and Yuen Long Town. Despite this, the Department noted Members’ views and would keep in view the operations of public transport. The Department would also discuss with the bus company appropriate service arrangements in view of passenger demand.

32. The Chairman asked TD to take note of Members' views in his conclusion.

**Item 8: Mr YIU Kwok-wai proposed a discussion on “Request for the MTRCL to reinstate the Light Rail train frequency display facilities (Yuen Long District)”
(T&TC Paper No. 8/2024)**

33. The Chairman referred Members to Paper No. 8 and the written reply from MTR and welcomed the following representatives of MTR to the meeting:

Senior Manager – Light Rail / Bus Crew and Control	<u>Mr SIU Wai-nok</u>
Senior Manager – Light Rail / Bus Passenger & Traffic	<u>Mr TAM Kai-chi</u>
Manager – External Affairs	<u>Ms LAM Wun-yi,</u> <u>Nicola</u>

34. Members' views and enquiries about the item were summarised as follows:

- (1) As residents had keen demand for reinstatement of light rail train frequency display facilities, Members collected more than 10 000 signatures in support of the proposal, which were submitted to MTR for consideration. MTR subsequently informed that the trial on new display facilities had already started in 2022, but Members replied that most of the local residents had no idea on the trial arrangements and suggested that MTR should increase information transparency;
- (2) Residents wanted to quickly get informed of the train arrival information from the display facilities, but with reference to the current trial on new display facilities in Chung Fu Stop, Members concerned that they might not be able to address residents' needs and expectations;
- (3) asked about the reasons for failing to repair or install display facilities along the rail section from Tin Shui Wai Station to Tin Shui Wai Light Rail Station. As MTR expected the whole project would be completed only until late 2024, Members asked whether MTR could prioritise installation of display facilities on the light rail platforms which were connected to the MTR

station;

- (4) New display facilities were installed in Hung Shui Kiu Light Rail Station to provide train information, but as there were only few monitors and they faced towards the light train rail, passengers needed to go to a platform to view the information on the monitors. Moreover, if waiting passengers clustered near the monitors, other waiting passengers could not view the information as their vision was blocked. Members suggested that MTR could refer to the distribution of old display facilities which showed information to passengers on both sides;
- (5) Some senior citizens reflected that they needed to walk to the centre of the platform before they could view the information on the display facilities, but they could not catch the right train because of walking speed and presence of other rushing passengers;
- (6) Although QR codes were displayed on the platforms for scanning and retrieval of train information, senior citizens might not be familiar with such technology and their mobile phones and internet speed might not allow them to view the information too;
- (7) hoped that MTR could conduct a site visit to the stations with new display facilities. If MTR found that the actual situation did not fit with what Members said, they could take photos for MTR's follow-up. Members hoped that MTR could accept and implement the proposal of installation of new display facilities;
- (8) Although new display facilities displayed more information than the old ones, Members considered that installation of new display facilities at the centre of the platforms was not ideal and hoped that MTR could review the installation locations of its display facilities. Two-way display facilities might be installed at the top of the station or entrances, and four display monitors could be installed on larger or busier platforms to help passengers board the right train;
- (9) once asked MTR about the reasons for replacement of display facilities after implementation of the trial on the new display facilities in Chung Fu Stop. MTR answered that it would like to spare more space for CCTV installation. Members once reflected that the locations of the new display facilities were not ideal and urged for better arrangements so as to facilitate checking of

train information;

- (10) Platforms along Fung Nin Road, Tai Tong Road and Hong Lok Road were rather narrow. Passengers were more difficult to have a look at the display facilities at the centre of the platforms. Danger was also easily caused;
- (11) was not asking MTR to give up its plan. Members just wanted MTR to accept their proposal of improving its plan to address passenger demand before completion of the installation works by the end of this year;
- (12) Old display facilities were larger in size and were hung at more prominent locations of the platforms. Passengers could read the information on the display facilities from afar without entering the platforms. They could know the arrival time of the next train before deciding whether to take the light rail or an MTR bus. This made travelling more convenient and helped divert passenger flow. Under the current design, passengers needed to reach the platforms before knowing the arrival time; and
- (13) concerned that MTR might make use of the display facilities to display advertisements and said that passengers wanted to know from the display facilities the arrival time of the next train, but not the trains after a few ten minutes. Members suggested that MTR might consider using means other than display facilities, such as projection, to show train information.

35. Replies of Mr TAM Kai-chi and Mr SIU Wai-nok of MTR were consolidated as follows:

- (1) Currently, MTR had installed new display facilities on 16 platforms and more resources had been deployed to continue installing new display facilities on various platforms. The installation works were expected to be completed by the end of this year. MTR's goal at this stage was to concentrate its resources on installing display facilities. Regarding Members' enquiries about the way of displaying information, MTR would review its room for improvement;
- (2) MTR had already improved its function of checking train information by QR code. Previously, the MTR application had to be used, but after improvisation, passengers no longer needed to install the application. Simply scanning the QR code could view the same information. Alighting

reminders were also available for light rail. Passengers could receive a reminder five minutes before the train arrived and when the train was coming. Currently, MTR used the above means to notify passengers regarding stop which did not have display facilities;

- (3) MTR had already displayed posters on all light rail platforms without new display facilities, so as to inform the public that new display facilities would be gradually introduced to all MTR stations. New display facilities included 32-inch display facilities which could show at most information of ten trains, while the old display facilities could only show 2 to 3 trains. MTR would look into provision of more information to passengers with the use of new display facilities. As for those MTR stations connecting with light rail stops, new display facilities would be installed from March to June this year;
- (4) In view of the larger size of the new display facilities and the low headroom of platforms, using the old way of hanging might block the CCTV cameras which were used in supervising real-time train and platform situation. MTR would explore installing two-way display facilities at locations in need, especially terminuses;
- (5) MTR would explore increasing the number of display facilities on some platforms, so that passengers could view the information no matter which entrance they chose. MTR understood the public's preference on hanging display facilities, but this method could not provide sufficient information to passengers. Concurrently showing more trains required smaller fonts, which became less readable to senior citizens and other persons in need. Regarding Members' suggestion on installing display facilities at locations which did not affect CCTV cameras, MTR adopted an open mind and would look into the feasibility in individual stations, such as Hung Shui Kiu Station;
- (6) New display facilities had already been installed in Tin Shui Wai, Tuen Mun and Yuen Long. MTR wanted to collect more views. MTR was collecting comments and improving its services. For example, MTR had followed up on comments on increasing the number of trains on display. The application was expected to be updated to provide more information to passengers. Apart from train information, weather, news or local information might be added also. MTR reinstated that it adopted an open mind towards the installation method, so as to better serve the public; and

- (7) MTR had no plan to show advertisements through the display facilities for the time being.

36. The Chairman said in his conclusion that Members were of the view that locations of new display facilities were not user-friendly to passengers and the facilities were easily blocked by other waiting passengers; Members hoped that MTR could look into improvement plans.

Item 9: Ms MA Shuk-yin, Mr CHUI Kwan-siu, Mr LAM Wai-ming and Mr LI Kai-lap, Riben proposed a discussion on “Request for improvement measures to ease the passenger flow at Exit E of Long Ping Station” (T&TC Paper No. 9/2024)

37. The Chairman referred Members to Paper No. 9 and written replies of TD and MTR.

38. Members’ views and enquiries about the item were summarised as follows:

- (1) suggesting connection of structure no. NF70 pedestrian bridge to Exit E of Long Ping Station. Members raised this proposal many years ago. At that time, they even proposed connecting Exit E of Long Ping Station to Yuccie Square;
- (2) No downward escalator was installed at Exit E of Long Ping Station. Although handrails were installed for staircases, the busy pedestrian flow made those with physical disabilities and users of baby strollers and wheelchairs difficult to go out of Exit E. Although lifts were installed at Exits A and F of Long Ping Station, users needed to go to the ground and reach Exit E. Moreover, Exit F was rather distant from Yuen Long Town. Therefore, passengers preferred to take the risk to go downstairs, but not using the lifts at Exits A and F;
- (3) understood that area under MTR should be taken care of by MTR. However as population of Yuen Long continued to increase together with intakes of residential areas, the pedestrian flow at Exit E of Long Ping Station kept increasing. Lifts were being installed at structure no. NF70 pedestrian bridge. There would be three lifts connecting the bridge upon works completion. This was a perfect timing for installation of lifts at Exit

E. It would become easier for users of baby cars and wheelchairs and senior citizens to go to roads beside On Lok Road; and

- (4) Latest information of the Transport and Logistics Bureau showed that the Government was constructing overhead pedestrian passages using modular integrated construction. If such new technology was feasible, Members wanted TD and MTR to use this method to connect the pedestrian bridge to Exit E of Long Ping Station. This brought about much convenience to passengers leaving Exit E and reduced the chance of traffic accidents at the intersection of Tai Kiu Road.

39. Ms Nicola LAM of MTR said that currently two lifts were set up in Long Ping Station while escalators were set up in Exits B and E. In planning enhancement of station facilities, MTR needed to consider actual usage, available resources, etc. MTR currently concentrated its resources on installing barrier-free facilities in older stations. MTR noted Members' views which were relayed to relevant departments for future review on station facilities.

40. Ms CHAN Sai-tung of TD replied that a walkway was built under the staircases at Exit E of Long Ping Station. Residents could go to Tai Kiu Road from On Lok Road using that walkway. A pedestrian crossing was also set up in Tai Kiu Road near On Ning Road for public use. The Department noted that quite a lot of residents used the nearby exit to cross Tai Kiu Road and thus planned to improve existing pedestrian crossing facilities near On Ning Road by making the crossing more prominent. This helped guide pedestrians to use the existing crossing without crossing the carriageways.

41. The Chairman encouraged the Department in his conclusion to look into the proposal or consider directly installing a lift at that exit to enhance accessibility.

Item 10: Mr LEUNG Ming-kin, Ms YUEN Man-yee and Ms LI Ching-yee proposed a discussion on “Request to enhance traffic diversion facilities surrounding Kam Sheung Road West Rail Station” (T&TC Paper No. 10/2024)

42. The Chairman referred Members to Paper No. 10 and written reply from CEDD, and welcomed Mr Joe TO, Engineer/16 (West) of CEDD to the meeting.

43. Members' views and enquiries about the item were summarised as follows:

- (1) Before road diversion works of Tung Wui Road, drivers could turn right opposite Exit A of Kam Sheung Road Station into Kam Ho Road towards Kam Tin Road. The diverted road became double-lane two-way carriageways. All vehicles needed to go to Exit C of Kam Sheung Road Station, i.e. the roundabout of Kam Ho Road and Tung Wui Road. As three roads in total were connected to this roundabout, that location became as crowded as the roundabout of Pok Oi. Together with the public housing development and two traffic lights nearby, the roundabout was overburdened. Members suggested letting drivers turn right opposite Exit A of Kam Sheung Road Station into Kam Tin Road to divert the traffic flow;
- (2) Private housing development was found near the roundabout outside Exit C of Kam Sheung Road Station and the site entrance was located at the centre of the roundabout. Therefore, the capacity of the roundabout was nearly full. Failing to timely solve the problem would bring about even more severe congestion when the works of the nearby public housing development started. Members hoped that relevant departments could try to improve ancillary traffic facilities, instead of simply relying on the Police to divert traffic flow;
- (3) asked about the design of the T-junction and wanted the Department to provided pictures for better understanding;
- (4) Pedestrian crossing was set up for the roundabout towards Kam Ho Road and temporary traffic light was also set up at a distance of about two parking spaces away from the roundabout. Therefore, that location was always crowded. Members asked about the feasibility of moving them traffic light northwards to spare more space;
- (5) asked about the opening date of the T-junction so as to solve the congestion during peak hours. Members and CEDD representatives had inspected the situation of Kam Sheung Road Station. Subsequently, the Department had re-allocated its water-filled barriers to widen the road surface of the roundabout. Staff was also arranged to manually control the temporary traffic light to mitigate congestion;

- (6) Illegal parking outside the private housing estate near the roundabout was very serious. The root cause was the long interval between bus trips during off-work hours. For example, passengers of Routes 251A or 251B needed to wait for at least 20 minutes, so that more private cars picked up their family members there. Members suggested that the Department could arrange a temporary pick-up/drop-off space outside roundabout for private cars; and
- (7) Works vehicles parking at the roundabout caused congestion. Members asked whether the site had the right to change the area of the roundabout.

44. Replies of Mr Joe TO of CEDD were consolidated as follows:

- (1) The Department wanted to complete the road improvement works as soon as possible to reduce the impact on local community. The Department noted Members' concern about the road improvement works;
- (2) As for the design of the T-junction, the Department added that the location of MTR Kam Tin Building was currently a roundabout which would become a T-junction after works completion. To facilitate Members' understanding of the works details, the Department would attach the schemes for reference in its future replies; and
- (3) Regarding the completion date of the T-junction, the Department said that related information could be provided to Members after the meeting.

45. Mr Phil CAI of TD said that there was currently a pick-up/drop-off space about 100 metres opposite the MTR building for public use. As buses, minibuses, etc. already created busy traffic in the Public Transport, addition of a pick-up/drop-off space for private cars might affect public transport services. The Department needed to explore whether such proposal was feasible.

46. The Chairman concluded that as the works were in progress, Members might contact the Department for a site visit if they wanted to know more about the details and explore room for improvement.

(Post-meeting note: CEDD submitted a follow-up reply which was relayed to T&TC by

the Secretariat on 19 March 2024.)

**Item 11: Ms MA Shuk-yin, Mr CHUI Kwan-siu, Mr LEUNG Yip-pang, Mr TONG Tak-chun, Mr LAM Wai-ming and Mr LI Kai-lap, Riben proposed a discussion on “Request to expedite the construction of a left-turning lane at an approach road of Shap Pat Heung Interchange”
(T&TC Paper No. 11/2024)**

47. The Chairman referred Members to Paper No. 11 and the written reply from CEDD.

48. Members’ views and enquiries about the item were summarised as follows:

- (1) As the traffic at the roundabout of Pok Oi became smoother after construction of the Link, Members were glad that the captioned works were going to start this year. Members asked about the degree of complexity of the works and hoped that the works could start as scheduled to make it available for public use earlier;
- (2) The queue of Shap Pat Heung Road had extended to Fung Ki Road before, and congestion there had blocked ambulances and fire vehicles before. In view of the development of Yuen Long South, the Department’s early completion of the infrastructure works could be of help to a certain extent;
- (3) proposed with reference to the roundabout of Pok Oi, allowing vehicles to turn left in front of the traffic light, diverting the vehicular flow; and
- (4) suggested that the Department could change the road connecting the roundabout of Shap Pat Heung and Shap Pat Heung from one lane into two lanes, thereby creating a spiral roundabout.

49. Replies of Mr Joe TO of CEDD were consolidated as follows:

- (1) Regarding the works schedule of the left-turn lane at Shap Pat Heung Interchange, the Department aimed to start the works this year; and
- (2) The Department noted Members’ suggestion on setting up a left-turn lane

connecting the roundabout of Pok Oi without passing through the traffic light.

50. Mr IP Chi-wai, TD said, in response to the suggestion on spiral roundabout, that hatched markings were currently found at that location. The Department would review the road markings at the roundabout of Shap Pat Heung in view of the development of Yuen Long South, so as to enhance road safety and traffic effectiveness.

51. The Chairman said in his conclusion that he hoped that the two diverting roads in the works project could be completed as soon as possible, and asked relevant departments to take note of Members' views.

**Item 12: Mr SZE TO Chun-hin proposed a discussion on “Issues relating to the opening of a driving school at Shan Ha Road”
(T&TC Paper No. 12/2024)**

52. The Chairman referred Members to Paper No. 12 and the written reply from TD.

53. Members' views and enquiries about the item were summarised as follows:

- (1) Villagers of Shan Ha Tsuen were dissatisfied that government departments did not fully consult them on the captioned issue. Therefore, Members wanted to ask TD about the consultation work;
- (2) The two roads opposite Shan Ha Tsuen were rather narrow with busy traffic. Members concerned that daily traffic near Shan Ha Road would be affected after the driving school started operation and asked whether TD considered the nearby traffic when assessing establishment of a driving school there;
- (3) asked whether the examination routes of the driving school in Shan Ha Road were within the works area of the development of Yuen Long South;
- (4) asked whether villagers of Shan Ha Tsuen and those living in nearby estates had agreed opening of a driving school in the consultation;
- (5) The driving school would start operation under a conditional approval at the

end of this year. Members asked TD to understand in detail the traffic of the roads there. Members considered that traffic near Shan Ha Road was crowded, not smooth as mentioned by TD;

- (6) Regarding TD's written reply that the driving school had obtained a conditional approval from Town Planning Board ("TPB") in October 2023 with a validity period until 13 October 2026, Members asked whether the driving school would be moved to another location or applied for planning approval to extend the validity upon expiration;
- (7) asked about the oppositions or comments of concern received by TD during the consultation period;
- (8) Shan Ha Road was not a regular road with narrow surface. Even experienced drivers found it dangerous, not to say those who were learning to drive;
- (9) The environment near Town Park Road South and Town Park Road North was rather quiet. Schools were set up there too. Members concerned that those vehicles for learning driving would cause disturbance to nearby residents after the driving school started operation. Moreover, Members considered that the vehicles related to the driving school would create noise and disturb users of Yuen Long Park; and
- (10) T&TC had objected to this item before but later the related parties made an application again. Due to insufficient publicity of the Planning Department ("PlanD"), many residents missed the chance of voicing their views during the public consultation period. Members wanted TD to closely monitor the environmental and traffic impacts of the operation of the driving school.

54. Replies of Mr IP Chi-wai of TD were consolidated as follows:

- (1) The driving school started its first planning application as early as April 2021. PlanD at that time conducted public consultation on the planning application. In October 2023, as the planning approval expired, a new application was required. PlanD also conducted another round of public consultation;

- (2) PlanD had reflected the views of the Department and the public to Members of the Rural and New Town Planning Committee under TPB for their review. TPB granted a conditional approval which was valid until October 2026. Currently, the driving school had not yet started operation. It would open at about the end of this year;
- (3) In processing the application, TPB already considered the traffic near Shan Ha Road. The busiest hours of Shan Ha Road were about 7:30 to 8:30 a.m. and 6 to 7 p.m. Students of the driving school would avoid those busy hours which caused less impact on the traffic near Shan Ha Road. To further reduce the impact on Shan Ha Road, the driving school limited the number of vehicles driven by driving learners and only 22 vehicles were allowed during off-peak hours. The number was further reduced to 11 during peak hours, such as 11 a.m. to 12 n.n.;
- (4) The limitations on the number of vehicles driven by driving learners and the driving time helped reduce the traffic impact on Shan Ha Road. The Department, in assessing the traffic impact, considered that this item did not bring about unacceptable negative impacts. Therefore, the Department accepted the report in terms of traffic;
- (5) Vehicles would run from Shan Ha Road to Town Park Road South and Town Park Road North. The nearby area was included in the development works area of Yuen Long South;
- (6) Currently, the conditional approval granted by PlanD was valid for three years, subject to further renewal application. If the driving school would continue its operation at the same location upon expiry of the approval in October 2026, PlanD would carry out consultation on this issue again;
- (7) The Department would keep in view the operation of the driving school and assess the nearby traffic after establishment of the driving school; and
- (8) PlanD was responsible for conducting the public consultation which enabled the public to voice their views. Villages of Shan Ha Tsuen had submitted their views to PlanD which were relayed to TPB's Members for their review. An appeal mechanism was set up under the planning mechanism, but no public opposition or representation was received in relation to this planning application. The Department would provide Members with more details on the views collected from the public consultation after the meeting.

55. The Chairman concluded that Members could directly contact PlanD for any other views on establishment of the driving school.

(Post-meeting note: PlanD submitted a follow-up reply after the meeting which was relayed to T&TC by the Secretariat on 5 March 2024.)

**Item 13: Ms MA Shuk-yin, Mr CHUI Kwan-siu, Mr LEUNG Yip-pang, Mr LAM Wai-ming and Mr LI Kai-lap, Riben proposed a discussion on “Request to widen and improve the pedestrian crossing at Fung Nin Road Light Rail Station”
(T&TC Paper No. 13/2024)**

56. The Chairman referred Members to Paper No. 13 and written reply from TD.

57. Members’ views and enquiries about the item were summarised as follows:

- (1) There were a lot of people using Yuen Long Main Road during the peak hours of going to work or school and in times of local mass events. Currently, there was insufficient standing space on the ramps and platforms of Fung Nin Road Light Rail Station, easily causing much danger;
- (2) noted TD’s plan to solve the problem of insufficient standing space at the above location and asked about details of the plan and the works schedule;
- (3) TD once reported the works progress of the captioned item in a District Council meeting. Members wanted the department to provide more information to T&TC in the same manner; and
- (4) Members suggested conducting a joint inspection with the Department after TD finalised its plan to better improve its details.

58. Replies of Ms CHAN Sai-tung of TD were consolidated as follows:

- (1) Regarding the problem of insufficient standing space of the ramps at the platform of Fung Nin Road Light Rail Station, the Department suggested adding one more pedestrian crossing to divert pedestrians;

- (2) The report made by the Department in the District Council meeting was similar to the content of this written reply. Both were a report on the Department's work earlier; and
- (3) As the work area was under the purview of MTR, the Department needed some time to communicate with MTR. The Department had sought approval of MTR, and was discussing with HyD details and arrangements of the works for the time being, so as to roll out the plan as soon as possible.

59. Mr CHAN Chi-kwong of HyD said that the Department had conducted a site inspection after receiving TD's proposed drafts, and found that planters requiring digging were lower than the existing light rails. HyD was discussing with TD and the contractor the feasibility of the works arrangements, so as to avoid the impact of digging on light rail operation. HyD would report further information to Members.

60. The Chairman asked the Department to provide design drafts for Members' reference.

(Post-meeting note: TD submitted a follow-up reply after the meeting which was relayed to T&TC by the Secretariat on 23 February 2024.)

**Item 14: Mr CHAM Ka-hung, Daniel proposed a discussion on “Follow-up to the progress of transport projects in Tin Shui Wai”
(T&TC Paper No. 18/2024)**

61. The Chairman referred Members to Paper No. 18 and written replies of the Hong Kong Police Force (“HKPF”), HyD and TD.

62. Members' views and enquiries about the item were summarised as follows:

- (1) Some of the projects were proposed as early as 2018 but were still not yet started. Members considered that the works progress was too slow;
- (2) noted that HyD planned to start project items 1 and 3 mentioned in the Paper in the second quarter of this year and item 2 in the third quarter. Members hoped that the Department could timely implement the projects;

- (3) As the distance between the two traffic lights in Tin Yiu Road turning into Tin Yiu Plaza was very close, many drivers misunderstood the signals, endangering pedestrian safety. Members asked where the Department could improve the situation with the works; and
- (4) Regarding TD's reply that parking spaces for motorcycles could only be added upon completion of tree removal, Members wanted the Department to speed up its works.

63. Ms CHAN Sai-tung of TD replied that the Department had issued the consent to commence works to HyD. The Department would continue to communicate with HyD to help implement the projects.

64. Replies of Mr CHAN Chi-kwong of HyD were consolidated as follows:

- (1) Regarding items 1 and 3 at the intersection of Tin Ho Road and Tin Yiu Road, as the works locations were close to terminuses of the light rail and bus, the Department consulted relevant organisations on the temporary traffic arrangements. Currently, most of the organisations agreed and responses of the remaining organisations were pending. The two projects were expected to start together at the second quarter of this year; and
- (2) Regarding item 2 in Tin Shui Road, the Department had completed the tree surveying and assessment work, and finalised the tree removal and plantation arrangements with relevant departments. Other planning work was in progress also, including applications for temporary traffic arrangements and land allocation. This project was scheduled to start at the third quarter of this year for the time being.

65. The Chairman said in his conclusion that Members wanted the works to be carried out as soon as possible, in particular the traffic signal problem, to safeguard safety of road users.

Item 15: Progress report from the TD
(T&TC Paper No. 14/2024)

66. The Chairman referred Members to Paper No. 14.
67. Members' views and enquiries about the item were summarised as follows:
- (1) In view of current shifting of a stop of Bus Route 968 from opposite Shap Pat Heung Rural Committee to Cheong Wai Mansion, Members asked about the feasibility of adding a stop at YOHO MALL I; and
 - (2) asked whether the Department could include all implemented traffic arrangements in its progress report, such as change in bus services of Kingswood Villas, to facilitate Members and local parties to inspect local traffic and timely provide their views.
68. Miss Catherine SIU of TD said that as the bus stop opposite Shap Pat Heung Rural Committee was rather busy, the Department received an application from KMB to relocate the stop to the new lay-by outside Cheong Wai Mansion in Castle Peak Road for Route 968 to divert the traffic. The Department would review the operation of the route and the traffic there, and discuss appropriate arrangements with KMB.
69. Replies of Ms Emily CHUNG of TD were consolidated as follows:
- (1) As Bus Route NR902 for Kingswood Villas stopped service in January this year, the Department reviewed, upon receipt of views from local parties, the operation of Routes 276A and 276B. The bus service of Route 276B was enhanced starting from mid-January; and
 - (2) As the Department and the bus company needed to arrange for 24-hour services for Shenzhen Bay Control Point during the Lunar New Year, preparation for documents related to Route 276B was delayed. The effective date shown on the documents was late February. The arrangements would be reflected in the next progress report.
70. The Chairman concluded that Members noted the shift of the bus stop of Route 968 to divert the traffic at the bus lay-by. The Chairman asked the Department to

keep in view the actual situation. If removal of the bus stop of Route 968 was not feasible, the Department might look into the feasibility of diverting other bus routes to the new lay-by to balance the needs of different parties.

**Item 16: Progress report from the Highways Department
(T&TC Paper No. 15/2024)**

71. The Chairman referred Members to Paper No. 15.
72. Members' views and enquiries about the item were summarised as follows:
- (1) supported adding of a traffic light in Yuen Long Tai Yuk Road near Yuen Long Theatre and considered that such addition was more effective than zebra crossing in diverting traffic during the morning peak;
 - (2) suggested adding the project of the pedestrian crossing from Tin Hang Bus Terminus to Grandeur Terrace into the progress report for follow-up. Members said that they had visited the site with HyD but the improvement works were still not yet started. Moreover, Members asked HyD about its criteria for including a project into its report;
 - (3) In line with the project of Tin Shui Public Market, HyD set up two temporary pedestrian crossings in Tin Fuk Road. However, as the ramp in the centre easily posed danger to pedestrians, Members wanted the Department to carry out formation works;
 - (4) suggested that the Department should add a pedestrian crossing between Hong Yip Street and the intersection of Po Yip Street and Tak Yip Street to reduce traffic accidents and safeguard pedestrian safety; and
 - (5) A pedestrian crossing was going to be set up in Shap Pat Heung Road near La Grove. The lights there were rather dim due to tree blockage and drivers' vision was affected. Members hoped that relevant departments would follow up on the situation.
73. Replies of Mr CHAN Chi-kwong of HyD were consolidated as follows:
- (1) Regarding the project of conversion of the existing zebra crossing into

traffic light in Yuen Long Tai Yuk Road near Yuen Long Theatre, the Department had looked into the feasibility of implementing one-lane carriageway with two-way traffic to cope with the construction works of the traffic light. However, such plan was found to be infeasible in terms of traffic upon discussion with TD. Other alternatives were required. The Department said that the proposed traffic light required a cross road duct to connect with electricity supply and signals. Currently, HyD was arranging a contractor to carry out excavation works and check whether a cross road duct was already in place under the existing zebra crossing. If a cross road duct was found, the temporary traffic arrangements could be more simple so as to carry out the project with minimal impact;

- (2) As for the crossing at Tin Hang Bus Terminus near Grandeur Terrace, the Department would try to know more about the proposal from TD. If the Department received TD's consent to commence works, the Department would commence the works in line with TD's consent;
- (3) Regarding the temporary crossing in Tin Fuk Road, the Department said that it was the temporary traffic arrangements of the Architectural Services Department ("ASD") for the Tin Shui Wai Market project. The Department would inform ASD of the uneven surface for their follow-up with Members;
- (4) The Department would include projects with TD's consents to commence works and under Members' concern into the progress report, so as to inform them of the latest progress. As for projects not included in the progress report, the Department would continue to discuss with Members and TD to see whether to include the remaining projects into the progress report;
- (5) Regarding trees blocking street light of Shap Pat Heung Road near La Grove, the Department would ask relevant departments to arrange for tree trimming; and
- (6) As for the pedestrian crossing between Hong Yip Street and the intersection of Po Yip Street and Tak Yip Street, the contractor of the Department had submitted a plan for temporary traffic arrangements and views from relevant approval authorities were received. The contractor was following up on the views and would submit a revised plan for temporary traffic arrangements for approval of relevant authorities.

74. The Chairman asked HyD in his conclusion to consider Members' views of including the projects into its progress report.

**Item 17: Statistics on cycling accidents and related enforcement actions
(T&TC Paper No. 16/2024)**

75. The Chairman referred Members to Paper No. 16.

76. Members' views and enquiries about the item were summarised as follows:

- (1) Recently, accidents involving pedestrians hit by cyclists riding on pedestrian paths were constantly found. Members wanted the Police and TD to enhance enforcement. Moreover, Members suggested the Department enhance publicity to increase cyclists' awareness on pedestrian safety and solve the problem of illegal bicycle parking;
- (2) Along with district development, some village roads in Shap Pat Heung were reasoned as pedestrian paths on which vehicles and bicycles were not allowed. Members suggested provision of clearer guidelines by TD and the Police on the boundaries of village roads and pedestrian paths in rural villages. This could help the public avoid violating the law inadvertently;
- (3) asked whether the report included figures on accidents and enforcement involving electric mobility devices;
- (4) asked whether the report included prosecutions against pedestrians; and
- (5) In view of the rising trend of illegal parking, Members asked the Police to enhance enforcement to combat illegal parking in the district.

77. Replies of Ms LUI Wan-yin of HKPF were consolidated as follows:

- (1) The Police attached great importance to cycling safety and the enforcement figures in the paper reflected the focus of the Police's work at that time. The summer vacation took place in the third quarter with more students cycling on cycling tracks. Therefore, the Police focused more on enforcement on bicycles and pedestrians, thereby bringing about higher

enforcement figures. In the fourth quarter, the Police focused more on illegal parking in its enforcement, and the figures on bicycles and pedestrians decreased;

- (2) Apart from prosecution on cycling on pedestrian paths and cycling without following traffic light signals, the Police also distributed leaflets and conduct school publicity events on cycling safety. The Police also welcomed Members to help with publicity work;
- (3) Figures in the report did not include those related to electric mobility devices. As illegal parking of electric mobility devices, including electric bicycles and electric scooters, was very serious, the Police carried out special enforcement actions in this regard. If necessary, the Police might provide the figures for reference; and
- (4) Figures on prosecution of pedestrians were about crossing the road without following traffic light signals. In this connection, the Police recently enhanced publicity and enforcement to increase the public's safety awareness and reduce danger.

78. The Chairman concluded that there was a need for the Police's stringent enforcement to ensure traffic safety. Publicity needed to be enhanced to raise the public awareness on traffic safety. Moreover, the Chairman wanted the Police to balance needs of different parties in its enforcement.

**Item 18: Temporary traffic arrangements in Yuen Long District
(T&TC Paper No. 17/2024)**

79. The Chairman referred Members to Paper No. 17.

80. Members' views and enquiries about the item were summarised as follows:

- (1) Regarding temporary traffic arrangements of the Yuen Long South Development, Members suggested that relevant departments restrict the number of temporary traffic lights in Kung Um Road and connect the bridge between Kung Um Road and Kiu Hing Road as soon as possible to alleviate traffic congestion;

- (2) hoped that HyD could speed up the construction of pedestrian bridges in rural areas to facilitate senior citizens and wheelchair users to cross roads;
- (3) asked whether item 43 “road trial at the junction between Tong Yan San Tsuen Road and Sha Tseng Road” of HyD in this paper was the same as item 4 “lane widening at the junction between Tong Yan San Tsuen Road and Sha Tseng Road” of paper no. 15. The former showed that its implementation was scheduled for the second quarter of 2024, while the latter showed that the Department was following up on the views of the approval authorities on temporary traffic arrangements;
- (4) asked about the progress of addition of lift under the project “Pedestrian bridge near Yuen Long Plaza across Castle Peak Road Yuen Long (structure no. NF307)”; and
- (5) Regarding addition of lifts under the project “Pedestrian bridge near Wetland Park across Wetland Park Road Yuen Long (structure no. NF383)”, as ground pedestrian crossing was set up near the bridge, Members suggested that the Department review the need of installing lifts for the pedestrian bridge.

81. Replies of Mr CHAN Chi-kwong of HyD were consolidated as follows:

- (1) Item 43 of paper no. 17 and item 4 of paper no. 15 refer to the same project. The Department needed to conduct a road trial in accordance with the views of the approval authorities on temporary traffic arrangements before works commencement, so as to review the impact of traffic on the above location. The Department consulted nearby stakeholders on the road trial in the fourth quarter of 2023 and was informed that they would conduct drainage connection works from the fourth quarter of 2023 to the first quarter of 2024. Therefore, the Department currently planned to conduct the road trial in the second quarter of 2024; and
- (2) noted Members’ views on addition of a lift to structure NF383 pedestrian bridge and would relay the views to related works section for further input to Members.

82. The Chairman concluded that as works progress might be affected by local

circumstances, he hoped that departments could enhance communication with Members to keep them updated.

Item 19: Any other business

Item 20: Date of next meeting

83. The Chairman said that the next T&TC meeting would be held in Conference Room, Yuen Long District Council at 2:30 p.m. on 23 April 2024.

(Post-meeting note: The Chairman agreed that the next T&TC meeting would be held in Conference Room, Yuen Long District Council at 10:00 a.m. on 17 April 2024 instead.)

84. There being no other business, the meeting was adjourned at 5:25 p.m.

Yuen Long District Council Secretariat
April 2024