

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

Date: 11 June 2024 (Tuesday)

Time: 2:30 p.m. – 6:15 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
Ms 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 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

Mr WONG Hiu-shan	
Miss ONG Kei-hang, Chelsea	Assistant District Officer (Yuen Long) 2
Mr CHU Lap-hung	Administrative Assistant / Lands (District Lands Office, Yuen Long), Lands Department
Mr PANG Che-wai	District Operations Officer (Yuen Long), Hong Kong Police Force
Mr LEUNG Wai-yip	Officer-in-charge, District Traffic Team (Yuen Long), Hong Kong Police Force
Miss SIU Ka-yan, Catherine	Senior Transport Officer / Yuen Long 1, Transport Department
Ms CHUNG Man, Emily	Senior Transport Officer / Yuen Long 2, Transport Department
Mr MA Yik-kau, Victor	Engineer / Yuen Long West 1, Transport Department
Miss FOK Sze-man, Grace	Engineer / Yuen Long West 2, 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
Ms KWAN Tak-yee, Florence	Engineer/Boundary 2, Transport Department
Mr LEUNG Chi-kong, Donald	Engineer/Boundary 3, Transport Department
Mr HON Ho-ting, Louis	Engineer/Special Duties 2 Transport Department
Mr CHOI Kin-man	District Engineer/Yuen Long (East), Highways Department

Items 2, 4 and 5

Mr Ken WONG	Manager (Operations), The Kowloon Motor Bus Co. (1933) Ltd
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Mr Leo CHAU	Assistant Manager (Public Affairs), The Kowloon Motor Bus Co. (1933) Ltd
Mr Desmond TANG	Assistant Manager (Operations Support), The Kowloon Motor Bus Co. (1933) Ltd

Item 6

Mr Ken WONG	Manager (Operations), The Kowloon Motor Bus Co. (1933) Ltd
Mr Leo CHAU	Assistant Manager (Public Affairs), The Kowloon Motor Bus Co. (1933) Ltd
Mr Desmond TANG	Assistant Manager (Operations Support), The Kowloon Motor Bus Co. (1933) Ltd
Mr Peter CHU	Senior Manager (Operations and Administration), New Lantao Bus Company (1973) Limited

Item 7

Mr WONG Yut-kwong	Director, Yield Team Limited
Mr WONG Kam-por	Director, Yield Team Limited

Item 16

Mr SIU Kim-hung	Senior Electrical & Mechanical Engineer (Electric Vehicle) 1, Environmental Protection Department
Mr MA Chun-ho, Marco	Electrical & Mechanical Engineer (Electric Vehicle) 11, Environmental Protection Department

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Opening Remarks

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

2. The Chairman welcomed Mr PANG Che-wai, District Operations Officer (Yuen Long), Hong Kong Police Force (“HKPF”) to attend the meeting for the first time

who took over the work of Ms LUI Wan-yin and thanked Ms LUI Wan-yin for helping the T&TC.

3. The Chairman welcomed Mr WONG Hiu-shan to the meeting.

Item 1: Confirmation of minutes of the second meeting of the Traffic and Transport Committee (“T&TC”) in 2024 held on 17 April 2024

4. Members unanimously endorsed the minutes of the second meeting of the T&TC in 2024 held on 17 April 2024.

(Post-meeting note: The Highways Department (“HyD”) proposed amendments after the meeting and the amendments were approved by T&TC on 8 August 2024.)

Questions raised by Members:

- Item 2: Mr YIU Kwok-wai, Mr LAM Chung-yin and Ms LAU Kwai-yung proposed a discussion on “Requesting additional bus services passing through Tai Lam Tunnel Interchange for Wetland Park Road” (T&TC Paper No. 33/2024)**

- Item 3: Mr LAM Chung-yin, Mr YIU Kwok-wai, Ms LAI Yuet-kwan, Fennie, Mr WONG Wing-ho, Allan and Mr TSUI Wai-ngoi proposed a discussion on “Requesting additional special bus departures from Tin Shui Wai to Tseung Kwan O” (T&TC Paper No. 34/2024)**

- Item 4: Ms LAI Yuet-kwan, Fennie, Mr SZE TO Chun-hin, Ms MA Shuk-yin and Mr LAM Wai-ming proposed a discussion on “Feedback about the inadequate frequency of route 276B and proposal for KMB to increase its service frequency during peak hours” (T&TC Paper No. 35/2024)**

- Item 5: Mr LI Kai-lap, Riben, Ms MA Shuk-yin, Mr SZE TO Chun-hin, Mr LAM Wai-ming, Ms LAM Wai-ming, Mr CHUI Kwan-siu, Mr TONG Tak-chun, Mr LEUNG Yip-pang, Ms LAI Yuet-kwan, Fennie, Mr SO Yuen and Mr TSUI Wai-ngoi proposed a discussion on “Requesting the introduction of regular bus service of route B9A plying between Yuen Long (West) and Heung Yuen Wai Boundary Control Point and an increase in its service frequency” (T&TC Paper No. 36/2024)**
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5. The Chairman said that as items 2-5 were related to bus services, they would

be discussed together. He referred Members to Papers Nos. 33-36, the written reply submitted by the Transport Department (“TD”) in the meeting regarding items 2-3, as well as the written reply submitted by TD and The Kowloon Motor Bus Co. (1933) Ltd (“KMB”) regarding items 4-5. He also welcomed the following KMB representatives to the meeting:

Manager (Operations)	<u>Mr Ken WONG</u>
Assistant Manager (Public Affairs)	<u>Mr Leo CHAU</u>
Assistant Manager (Operations Support)	<u>Mr Desmond TANG</u>

6. Members’ views and enquiries raised during the discussion were summarised as follows:

- (1) A Member considered that the written reply of TD only set out existing bus routes, without any improvement measures on bus services plying between Wetland Park Road and Tai Lam Tunnel Interchange. Regarding the Department’s suggestion on making full use of bus-to-bus and bus-to-railway interchange arrangements, as currently only Citybus route 967 to Admiralty passed by Tai Lam Tunnel Interchange outside peak hours, the Member wanted the Department to actively consider residents’ view on introducing bus service to Tai Lam Tunnel Interchange at Wetland Park Road outside peak hours;
- (2) Residents of Pat Heung relied on bus service of Tai Lam Tunnel Interchange to travel to and from the urban area. A Member reflected residents’ view that interchange concessions were available when taking a bus from Tai Lam Tunnel Interchange to Yuen Long or Tin Shui Wai, but such concessions were not available when returning from Tin Shui Wai to Pat Heung via Tai Lam Tunnel Interchange. As residents already needed to pay the full fare when taking a bus from Tin Shui Wai to the urban area, additional bus fares of interchanging for routes 251A or 251B to Pat Heung at Tai Lam Tunnel Interchange increased the economic burden;
- (3) Regarding KMB’s latest operational records showing that the occupancy rate of route 69C during peak hours was about 73%, a Member asked about the occupancy rate of each hour during peak hours;
- (4) TD once proposed in its 2023-2024 Yuen Long District Bus Route

Programme the launch of route 265P in Q1 or Q2 this year, but the route still had not yet started service;

- (5) A Member asked whether there would be any change in bus frequency if the Government adjusted toll rates after retrieving the franchise of Tai Lam Tunnel;
- (6) Regarding the suggestion on launching special departures plying between Tin Shui Wai and Tseung Kwan O, a Member wanted TD and KMB to actively consider launching the departures around Ching Ming Festival and Chung Yeung Festival to make Tseung Kwan O Chinese Permanent Cemetery more accessible to residents of Yuen Long. Regarding the Department's written reply that residents could make good use of bus interchange arrangements to ply between Tin Shui Wai and Tseung Kwan O, a Member considered that as worshipping ancestors required to bring a lot of items, together with the hot weather, such suggestion might not be beneficial to residents;
- (7) A Member conducted an investigation earlier which showed that many local residents frequently travelled to and from Tseung Kwan O every year. Moreover, as the Immigration Department Headquarters moved to Tseung Kwan O on 11 June this year, local residents were more in need of going to Tseung Kwan O, the Member wanted KMB to launch special departures plying between Tin Shui Wai and Tseung Kwan O during the morning and evening peak hours;
- (8) In the long run, a Member wanted KMB to provide full-day bus service between Tin Shui Wai and Tseung Kwan O and to regularise the special bus service from Tin Shui Wai to Tai Po;
- (9) After termination of the residents' bus of Kingswood Villas, residents had more keen demand for route 276B;
- (10) Regarding TD's written reply that KMB had already increased bus frequency of route 276B at 7:00-8:00 a.m. and 5:00-6:00 p.m., a Member suggested further increasing the bus frequency to be in line with the actual morning and evening peak hours;
- (11) In spite of understanding that TD and KMB needed to review and adjust bus service based on operational data such as occupancy rate, a Member

reflected that residents indeed had keen demand for the above captioned bus routes;

- (12) Although latest operational data showed that the average occupancy rate of route 276B at 7:00-8:00 a.m. and 5:00-6:00 p.m. was below 70%, a Member considered that occupancy rate reaching 70% already meant a lack of seats and some passengers needed to stand for the whole journey. The Member wanted the Department to increase bus frequency during peak hours to cope with residents' needs. If necessary, the Member was willing to inspect the actual occupancy status of the route with representatives of the Department and KMB;
- (13) Currently, many residents of San Tin could not board a bus of route 276B as the bus was already full when it reached San Tin Transport Interchange, a Member asked about the feasibility of launching special trips which departed from San Tin;
- (14) A Member asked about the details and standards of KMB's occupancy investigation, such as the time of investigation and number of trips to be investigated;
- (15) A Member asked about the usage of trial route B9A and suggested that KMB enhance promotion so that more residents knew about this bus route. They would be attracted to interchange for Mainland MTR or buses to commercial and public areas via Liantang Control Point, which would reduce the pressure on bus routes to other control points. In case of satisfactory trial results, the Member suggested regularising KMB route B9A to divert the crowd to the Mainland. KMB could also consider launching bus service for residents of Tin Shui Wai, Fairview Park and Palm Springs which travelled to and from Heung Yuen Wai Boundary Control Point, so as to enhance connectivity with the transport network in the Greater Bay Area ("GBA");
- (16) Regarding the low occupancy rate of trial route B9A mentioned by TD, a Member asked about the exact occupancy rate of different periods of the trial for better understanding the situation at different periods. To increase occupancy rate, the Member suggested that KMB adjust service hours based on exact figures. For example, if residents mainly travelled in the morning during holidays, trial service could be provided in the morning. Intermittent stops in rural areas and Hung Fuk Estate might also be

considered;

- (17) A Member considered that if residents were informed of route B9A, they might switch to route B9A when they could not take bus route B1, which would increase the occupancy rate of route B9A. Moreover, KMB might follow the previous practice of routes B1 and B9 by offering interchange concessions for route B9A to increase the promotional impact; and
- (18) KMB pointed out that the current occupancy rate of route B9A during peak hours was only about 20-30%, a Member reflected that the route had room for extension. The Member suggested moving the starting point westward to Hung Shui Kiu, or eastward to Fairview Park or Palm Springs, so that more residents could take the route.

7. Replies of Mr Desmond TANG and Mr Ken WONG, KMB were consolidated as follows:

- (1) As for bus service of Tin Shui Wai North, KMB had been keeping an eye on the situation and new services had also been introduced. For example, in the past few years, routes 269A and 269P were extended to Wetland Park Road; route 69 was also launched. KMB also proposed introduction of route 265P to Tsuen Wan via Tai Lam Tunnel in bus route programmes of recent years. KMB also launched route 65X which travelled to and from Tai Po. Although the occupancy rate at present was average, KMB wanted to gain more support in the future. Moreover, KMB proposed splitting of route 269D in this year's bus route programme. This also brought more convenience to those living near Wetland Park and in Tin Shui Wai North;
- (2) KMB understood that there were still deficiencies in bus services and would try their best to review and cater to residents' needs;
- (3) KMB was preparing for route 265P. However, there was difficulty in employing staff and so more time was required for resource allocation. Latest service information would be reported to Members upon confirmation of the route;
- (4) As for occupancy research, currently KMB would adjust its service based on the hour with highest patronage while monitoring service status at other periods. For example, in case of continuous service inadequacy in a bus

route, KMB would increase bus frequency when resources were available, so as to cater to passengers' demand;

- (5) As for absence of interchange concessions for interchanging for routes 251A or 251B to Pat Heung at Tai Lam Tunnel Interchange, KMB would actively look into improvement arrangements with TD and added that passengers taking route 69 in Tin Shui Wai could enjoy interchange concessions when interchanging for route 251C to Kam Tin;
- (6) KMB noted Members' concern about bus service outside peak hours. At present, morning service hours of route 69C only lasted till 12:00 n.n., but the usage of this route outside peak hours was rather low. KMB would further explore adjustment of service hours of existing routes or feasibility of providing other services;
- (7) As for service launch travelling to and from Tseung Kwan O around Ching Ming Festival and Chung Yeung Festival, KMB would discuss its feasibility with TD;
- (8) Regarding route 276B, as the residents' bus had stopped service, KMB had temporarily increased bus frequency in January this year and made a formal application for increase in bus frequency to TD in February. The highest frequency of bus service departing from Tin Shui Wai during peak hours in the morning was about 12-13 minutes per trip, while the highest frequency of bus service departing from Sheung Shui during peak hours in the morning was about 12 minutes per trip;
- (9) KMB had been monitoring the operation of route 276B and noticed that some passengers took this route to Tin Shui Wai at San Tin after returning to Hong Kong from the Mainland after work. KMB conducted site investigation on 30 and 31 May this year. In the morning on 31 May, there were about 80 passengers when the bus travelling to Sheung Shui reached Tin Tsz. After taking passengers in Tin Tsz, there were about 90-100 passengers. Regarding the return trip, KMB conducted an investigation at San Tin Transport Interchange during peak hours in the evening. There were about 80 passengers when the bus travelling to Tin Shui Wai reached San Tin. Subsequently, about 10-20 passengers boarded the bus in San Tin. All passengers could board the bus. The site investigation was conducted in Tin Tsz Estate during the peak hours of 7:00-9:00 a.m. in the morning, targeting the trips to Sheung Shui. During the peak hours of 5:00-8:00 p.m.

in the evening, the trips travelling to Tin Shui Wai via San Tin Transport Interchange were investigated;

- (10) In view of frequent travel between the Mainland and Hong Kong and possible changes in patronage, KMB would continue its investigation and when patronage increased, adjust its services on a need basis;
- (11) As for route B9A, KMB had estimated the continuous increase in demand for travelling to Heung Yuen Wai Control Point before the Golden Week. Therefore, the special route B9A travelling between Yuen Long West and Heung Yuen Wai Control Point was launched. The usage rate at the beginning of the trial launch was not high, but the patronage increased significantly on the Buddha's Birthday. Therefore, KMB applied for extending the trial to 1 September to TD and expected that there would be more passengers travelling between Yuen Long West and Heung Yuen Wai Control Point during the summer holiday;
- (12) What KMB observed at present was that there were more passengers when route B9A travelled to Yuen Long in the evening. In view of increasing contact between Hong Kong and the Mainland, the usage rate of Heung Yuen Wai Control Point had been rising. KMB would keep in view the situation and flexibly adjust the bus frequency to cater to service demand; and
- (13) Route B9A only started service for about 1.5 month and some residents might not know this route. This route also had room to cater to more passengers. KMB would explore to enhance promotion to attract more passengers to choose route B9A and avoid long waiting time for taking a bus to Futian Port. KMB would also consider adding more stops to enhance service of this route and regularising this route. Going to Heung Yuen Wai Control Point would become easier for those living in Yuen Long and nearby areas.

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

- (1) The Department noted Members' views on launching new routes, including regular service between Tin Shui Wai and Tseung Kwan O, provision of special departures during Chung Yeung Festival and Ching Ming Festival, as well as regular service between Yuen Long/Tin Shui Wai and Heung Yuen

Wai. The views would be relayed to relevant sections for information and follow-up;

- (2) The Department noted Members' views on enhancing bus service between Wetland Park Road and Tai Lam Tunnel Interchange. The Department met with Members, as well as management offices and residents' representatives of Wetland Seasons Park and Wetland Seasons Bay in October 2023. The Department had also been concerning about the passengers' demand for service between Wetland Park Road and Tai Lam Tunnel Interchange. Operational data reflected that occupancy rate of route 69C (Tin Yan Estate - Kwun Tong Ferry Pier) from October 2023 till now remained similar. That route currently provided 24 departures to the urban area and 7 departures to Tin Shui Wai from Monday to Friday (except public holidays). The Department would keep in view the actual demand and timely adjust services in line with passengers' travelling pattern;
- (3) As for addition of route 265P (Tin Yan – Tsuen Wan Station / Tsuen Wan (Chung On Street)) to route 265M (Tin Hang – Kwai Chung (Lai Yiu Estate)) in view of increased population of Tin Shui Wai North, which was proposed in the bus route programme, the Department had discussed with KMB. However, as demand for bus service was expected to increase during summer holiday, this posed pressure on the current manpower arrangements. The Department and KMB noted Members' views and would launch route 265P as soon as possible to provide an alternative for residents of Tin Shui Wai North to go to Tai Lam Tunnel Interchange;
- (4) The Department received the application from the operator of residents' bus of Kingswood Villas for service termination. The Department attached great importance to the service level of the alternative routes. For example, route 276B (Tin Fu - Sheung Shui (Choi Yuen)) had increased bus frequency during peak hours after route NR902 (Kingswood Villas (Locwood Court) - Sheung Shui) stopped service. Indeed, provision of bus service was based on actual needs of passengers. The Department noted Members' concerns about services of routes 276A (Tin Hang - Sheung Shui (Tai Ping)) and 276B. As the current demand for route 276A was higher, the bus frequency would be higher. The Department noted Members' concerns about operation of route 267B during peak hours and was willing to have a site inspection with Members and KMB; and
- (5) The Government had been encouraging bus operators to maximise fare

concessions when finances allowed. The Department noted Members' views and would maintain communication with bus companies.

9. The Chairman concluded that in spite of detailed reply of TD and KMB, the bus services might not meet the expectations of Members and residents. He asked Members to keep exchanging views with TD and KMB.

**Item 6: Mr SZE TO Chun-hin, Mr LEUNG Yip-pang, Mr SO Yuen, Mr CHUI Kwan-siu, Ms LAM Wai-ming, Ms LAI Yuet-kwan, Fennie, Ms MA Shuk-yin and Mr CHEUNG Wai-sum proposed a discussion on “Requesting a comprehensive enhancement of public transport services between Yuen Long District and various boundary control points”
(T&TC Paper No. 37/2024)**

10. The Chairman referred Members to Paper No. 37 and the written reply of TD, and welcomed Mr Peter CHU, Senior Manager (Operations and Administration), New Lantao Bus Company (1973) Limited (“NLB”) to the meeting.

11. Members' views and enquiries raised during the discussion were summarised as follows:

- (1) During the long Tuen Ng Festival holiday, the transport service at Shenzhen Bay Control Point was still unsatisfactory. A Member considered that transport service between Shenzhen Bay Control Point and Yuen Long was still insufficient. Frequency of 20-30 minutes per trip was too low, so the Member urged NLB to enhance service of routes B2 and B2P. At the same time, the Member asked about the reason why the bus frequency of Citybus route B3 to Tuen Mun was higher than that of NLB routes B2 and B2P to Yuen Long;
- (2) Regarding crowds of passengers waiting at control points in the past long holidays, a Member considered that TD did not formulate long-term, mid-term and short-term solutions to alleviate the problem of insufficient transport service at control points. The Member pointed out that enhancing transport connectivity at control points was the key to development of the Northern Metropolis and integration with the GBA. Therefore, the Member wanted to enhance connectivity between Hong

Kong and nearby areas by improving public transport services;

- (3) A Member pointed out that there were many passengers waiting at Lok Ma Chau Spur Line Public Transport Interchange. Current service could not cater to the demand which posed challenges to bus companies and police officers maintaining order at the scene. TD once pointed out that KMB route B1 was not split after considering actual passengers' needs and travelling pattern. However, residents of Tin Shui Wai actually had great demand for a split in the route, as the travelling time from Lok Ma Chau to Tin Shui Wai via Yuen Long was too long and interchange would bring about extra fares;
- (4) A Member wanted TD or KMB to conduct an investigation on splitting the route and calculate the number of passengers travelling to Tin Shui Wai and Yuen Long;
- (5) A Member once asked NLB to increase frequency of route B2 to cater to demand of students going to school in the morning;
- (6) A Member pointed out that there were insufficient departures for Long Win Bus ("LWB") route A37, so that passengers sat on stairs and there was no place for suitcases. A large number of residents went to Hong Kong-Zhuhai-Macao Bridge ("HZMB") Control Point on holidays, so that the service of this route became even more lacking. This control point was so busy that a person might need to wait for 4 hours to leave Hong Kong. The frequency of route A37 at 20-30 minutes per trip was insufficient to cater to the demand for travelling to and from the control point;
- (7) A Member pointed out that Tin Shui Wai lacked bus service travelling to and from Heung Yuen Wai Control Point. They could only go to Yuen Long and interchange for KMB route B9A;
- (8) A Member pointed out that there were insufficient transport services between rural areas and control points, and asked whether any service between San Tin and other control points would be launched, as well as whether bus frequency would be increased in line with implementation of co-location arrangement at Huanggang Port;
- (9) Currently, there were crowds of passengers waiting for a bus at control points on long holidays and during the periods when students went to school

and returned home. A Member suggested that TD improve the waiting environment of control points, especially Lok Ma Chau Spur Line Public Transport Interchange. The Department should improve ventilation and set up shelters when it was raining;

- (10) A Member wanted service improvement for New Territories Green Minibus (“GMB”) route 618 and even wanted to switch to double-decker buses for residents of Tin Shui Wai travelling to and from Shenzhen Bay Control Point;
- (11) A Member suggested adjusting the parking location of New Territories GMB route 618 at Shenzhen Bay Control Point. Currently, there were three bus lines to Tuen Mun between the waiting location of this GMB route and that of NLB route B2P to Tin Shui Wai. The Member suggested relocating GMB no. 618 to the side of route B2P, so that passengers could observe the waiting status and choose a suitable route; and
- (12) Route B1 was the only route which directly went to their housing courts for some residents. Therefore, many residents took route B1 to Yuen Long or Tin Shui Wai after returning to Hong Kong via Futian Port. In this connection, a Member suggested that TD and relevant Mainland authorities look into provision of shuttle bus in the Mainland to divert returning residents to different control points and alleviate the congestion, providing convenience to local residents.

12. Replies of Mr Peter CHU, NLB were consolidated as follows:

- (1) In the past long Tuen Ng holiday, NLB allocated 14 more buses to run routes B2 and B2P, nearly doubling the bus frequency. The bus frequency of route B2 was about 10 minutes per departure while that of B2P was 5 minutes. NLB would keep in view the travelling pattern of passengers and adjust departures;
- (2) NLB would gradually increase the number of double-decker buses and expected to further increase bus frequency on route B2. NLB had submitted a plan to TD, which was about looking into provision of short-haul trips to MTR stations, with a view to speeding up diversion of passengers; and
- (3) Regarding the problem of insufficient buses for students going to school,

NLB had already increased 4-5 departures every day in average. Although the queue at around 7:10 a.m. was rather long, the queue could be cleared at about 7:20-7:25 a.m. after arranging extra departures.

13. Replies of Mr Ken WONG and Mr Desmond TANG, KMB were consolidated as follows:

- (1) In the past long Tuen Ng holiday, route B1 provided over 30 departures within the hour with the highest bus frequency, i.e. about 2 minutes per trip in average. In view of the situation of Lok Ma Chau Spur Line Public Transport Interchange, KMB ran concurrently 4-5 buses during the busiest hours when passengers returned to Hong Kong to ensure that passenger flow was smoothly diverted;
- (2) As for the service of LWB route A37, KMB pointed out that the number of departures had been increasing on holidays. For example, more departures were arranged at 5:00-9:-- p.m. on the day of Tuen Ng Festival; while during the busiest hours of 10:45-11:20 p.m., there was one departure every 15 minutes;
- (3) KMB reiterated that sufficient buses had been arranged to deal with each holiday peak, which was the same for the coming long weekend of 1 July holiday. KMB would continue to keep in view the number of passengers on long holidays, and enhance its service at Lok Ma Chau Spur Line Control Point, Liantang Control Point and HZMB Control Point on a need basis;
- (4) In general, KMB would discuss with TD increase in bus frequency of routes running at control points on longer holidays, especially routes B1, B9, B9A, A37 and A36. Short-haul trips were even arranged during the busiest hours, with a view to diverting the queuing passengers as soon as possible; and
- (5) KMB was willing to further explore the suggestions on service improvement to provide quality service to passengers.

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

- (1) The Department noted Members' concerns about service standards of public

transport running between Yuen Long and Tin Shui Wai and control points. The Department had been keeping in view the situation at control points in the past Tuen Ng holiday. Indeed, passengers' travelling pattern had been changing from time to time. For example, there were fewer passengers because of rain on the first two days of the holiday. The Department would maintain close contact with the Police and public transport operators at control points to divert the crowd;

- (2) With the assistance of the Police, the Department inspected the site with Members on 17 April this year, with a review to understanding the operation of route B1 at Lok Ma Chau Spur Line Control Point. It was understood that preliminary works of the Civil Engineering and Development Department ("CEDD") at the Lok Ma Chau Loop shrank the space available at the interchange. During the summer holiday, the Department expected that passengers' demand for route B1 would remain keen but to cope with the piling works of CEDD, operation of route B1 needed adjustments. At present, the Department and the Police maintained close contact. Apart from ensuring normal operation of route B1 during the works, crowd control measures of the Police needed to be coped with to ensure operational safety within the control point. The Department said that currently operation of route B1 at the public interchange faced challenges brought by limited space. Improper arrangements might lead to reflux of queuing crowds back to the arrival hall. At present, when the demand was keen, it had already become a norm to concurrently arrange 5 buses to take passengers of route B1. After considering actual demand of passengers and ancillary operational arrangements, the Department held the opinion that the current service arrangement of route B1 should be maintained and asked for Members' understanding. Meanwhile, the Department noted that Members proposed again to split route B1;
- (3) The Department would maximise the use of available space for operation at Lok Ma Chau Spur Line Public Interchange to provide reasonable and safe operational space for operators and waiting passengers. As for Members' views on spatial design, ventilation and shelter of the control point, the Department would relay them to relevant works sections for consideration;
- (4) As for the cases of NLB routes B2 and B2P, the Department had been maintaining close contact with NLB during the last Tuen Ng holiday. Apart from that, the Police concerned much about the operation of public transport at Shenzhen Bay Control Point. For example, due to limited

space for queuing, the Department and the Police had been maintaining close contact with operators to divert crowds which kept coming up;

- (5) Shenzhen Bay Control Point Public Transport Interchange adopted a ring-shaped design which segregated vehicles and pedestrians. The Department understood Members' views that the current boarding location might cause confusion to passengers, as the boarding location of GMB route 18 to Tin Shui Wai North was on the same side as Citybus route B3 and its subsidiary routes to Tuen Mun, while routes B2P and B2 to Tin Shui Wai South and Yuen Long were on another side. According to current arrangement, two lay-bys at the side of route B2 were designated alighting points for buses, which meant that all passengers needed to alight there before a bus could drive inside its designated lane to take passengers. Such arrangement was to prevent safety issue caused by clashing of crowds. The Department had reviewed the passenger flow with the Police at Shenzhen Bay Control Point and in line with their views, requested GMB route 618 to pilot alighting of passengers at the designated alighting locations of buses. The Department would continue to timely adjust service in line with crowd control measures of the Police; and
- (6) The Department would relay the views on service standards of route A37 to relevant section for follow-up.

15. The Chairman concluded that as there were too many passengers with limited space, several factors needed to be considered in dealing with transport arrangements of the whole control point. He wanted the TD to come up with improvement measures with relevant departments and operators as soon as possible.

Item 7: Ms LAU Kwai-yung, Mr LAM Chung-yin and Mr YIU Kwok-wai proposed a discussion on “Operation of GMB route 618” (T&TC Paper No. 38/2024)

16. The Chairman referred Members to Paper No. 38 and the written replies of the HKPF and TD, and welcomed Mr WONG Yut-kwong and Mr WONG Kam-por, directors of Yield Team Limited to the meeting.

17. Members' views and enquiries raised during the discussion were summarised as follows:

- (1) A Member praised relevant departments and operator of New Territories GMB route 618 for improving the situation by increasing minibus frequency and introducing measures to maintain order in February and May this year;
- (2) A Member was glad to know that the operator would arrange staff to help students get familiar with boarding arrangements at the control point in September this year;
- (3) As route 618 which mainly served Tin Shui Wai North was very busy, many residents reflected that there were insufficient minibuses. Especially, minibuses were already full when reaching the intermittent stops at Tin Shui Road and Wetland Park. Therefore, a Member wanted the frequency to keep increasing;
- (4) Regarding service enhancement, a Member understood that the operator might have deployed all its minibuses and drivers, so the Member suggested allowing other operators to use double-decker buses to take passengers to Shenzhen Bay Control Point;
- (5) A Member suggested making good use of technology to enable operators to know well about the number of waiting passengers at each intermittent stop and thus facilitate special arrangements;
- (6) A Member wanted TD to calculate patronage and frequency at each stop, especially on holidays, and thus know whether the current services provided by minibus operators could cater to demand of passengers travelling between Tin Shui Wai North and Shenzhen Bay Control Point;
- (7) As for long queues of passengers returning to Hong Kong via Shenzhen Bay Control Point, a Member understood that TD and the Police had done much on the waiting area, but wanted them to increase ancillary facilities to provide smoother services;
- (8) A Member pointed out that a student could not board a GMB due to insufficient departures in the morning and the student could only take a taxi to go to school in Tin Shui Wai;
- (9) A Member asked about the possibility of arranging special departures for Ha Tsuen;

- (10) A Member asked about the restrictions faced by GMB operators in enhancing services and wanted TD to help solve their problems. For example, when an operator could not extend its service due to financial issues, the Member suggested that TD help the operator enhance service and cater to residents' needs; and
- (11) As Shenzhen Metro would introduce new railway services at Shenzhen Bay Control Point by the end of this year, the number of users at this control point was expected to increase. A Member suggested that relevant departments provide more ancillary facilities to divert the crowd and thus ensure smooth service.

18. Replies of Mr WONG Kam-por, Yield Team Limited were consolidated as follows:

- (1) He thanked for Members' encouragement and the company would continue to provide the best service;
- (2) As for the issue of students taking GMB in the morning, 7 special departures were arranged and the company would keep in view the situation of September when academic term started;
- (3) Currently, the company was facing the problems of shortage in manpower and fund. The company had applied for the second phase of the Labour Importation Scheme for Transport Sector - public light bus/coach trade launched by TD, with a view to increasing the number of minibuses when manpower and internal resources allowed and thus catering to passengers' demand in the long run;
- (4) Regarding night parking, as the minibus stop was so short and parking of minibuses outside was unauthorised, the company wanted TD to help; and
- (5) The company had increased the number of minibuses in April this year and the total number of minibuses had become 13. It was expected that one more minibus would be introduced in late June or early July. Facing the financial and manpower restrictions, the company would enhance its service in a phased manner. Members were welcome to contact TD or the company regarding its service.

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

- (1) The Department thanked for Members' encouragement and pointed out that the operator of New Territories GMB route 618 held a positive attitude and kept enhancing service after receiving views relayed by the Department. New minibuses would also be introduced. The Department was helping the operator in the formalities such as licence application, so that the new minibuses could start service to increase frequency as soon as possible;
- (2) In line with demand of passengers going to Shenzhen Bay Control Point during peak hours, the Department had approved provision of short-haul trips to Shenzhen Bay Control Point via Tin Ying Road starting from 21 April 2024 to speed up the turnover of minibuses and provide more direct service for passengers. The Department had urged the operator to closely monitor the passengers' demand at intermittent stops of Tin Shui Wai North. The operator replied that drivers of that route were reminded to notify regulators of the waiting situation at intermittent stops, so that regulators could immediately make proper minibus deployment;
- (3) To cope with the demand of cross-boundary students, apart from 7 special departures in the morning, the operator provided 6 special departures for them to return home. As the ending time of each school was different, the operator adjusted its departures according to actual circumstances;
- (4) The Department had inspected the operation of the route at the control point with the Police and the operator. A trial plan was implemented with the operator in May this year, which included adding of new queuing lines at the control point to better utilise the space and improve the order. In view of the smooth operation, the operator started to permanently set up those queuing lines in June;
- (5) Regarding the arrangement after the school term started in September this year, the operator had agreed to arrange staff to help students get familiar with the boarding arrangements in September;
- (6) TD was looking into the operation at Vianni Cove and would continue its investigation. The Department would pay special attention to the demand of passengers at the minibus stops at the later part of the route to the control

point as mentioned by Members, such as minibus stops at Wetland Park Road, HKFYG Lee Shau Kee College and Maywood Court;

- (7) The Department and the operator noted Member's suggestion on providing special departures for Ha Tsuen;
- (8) The Department had made plans for the new railway line at Shenzhen Bay Control Point. All related operators (including NLB, Citybus and minibus operators) had plans to keep enhancing their services;
- (9) In view of shortage of drivers in the Transport Sector, the Government launched the Labour Importation Scheme for Transport Sector - public light bus/coach trade which the operator of route 618 had submitted an application; and
- (10) The Department understood that the operator faced a loss as route 618 stopped operation for 3 years during the epidemic. Therefore, the Department tried its best to help the operator. Regarding parking of minibuses, facilities at control points were under the purview of the Port Management Committee. The Department made arrangements at the control points through engineers to provide space for overnight parking of 3 minibuses, so that drivers could start service to take incoming passengers when the control point opened.

20. Mr PANG Che-wai, HKPF replied that the Police would continue to deploy manpower at Shenzhen Bay Control Point to maintain traffic and queuing order at the control point. Members were welcome to contact the Police regarding tapes, mills barriers, or locations of getting aboard or alighting. The Police would further look into the views and make adjustments.

21. The Chairman thanked departments for their reply and wanted them to continue to look into improvement measures.

Item 8: Mr KWOK Wing-cheong, Ms YUEN Man-yee, Mr LEUNG Ming-kin, Mr CHEUNG Wai-sum, Mr CHUI Kwan-siu, Mr LEUNG Yip-pang and Ms LI Ching-yee proposed a discussion on “Pursuing the provision of circular bus route K from Yuen Long Station to Sheung Tsuen for the convenience of Pat Heung residents” (T&TC Paper No. 39/2024)

22. The Chairman referred Members to Paper No. 39 and the written reply of the MTRCL and TD.

23. Members’ views and enquiries raised during the discussion were summarised as follows:

- (1) Together with rural development, current population of Pat Heung had reached over 40,000 with a huge transport demand. MTRCL and TD replied that MTR bus service was bound by the Mass Transit Railway Ordinance (Cap. 556). However, some residents reflected that such service was available at Tai Po Market Station and there was MTR bus service running from Tsim Sha Tau Station to Nam Cheong Station, as well as Mong Kok Station to China Hong Kong City. Therefore, a Member wanted TD to provide the serviceable area of MTR bus under the relevant law in the form of a map for Members’ information;
- (2) The latest review on the Mass Transit Railway Ordinance was conducted in 2007. However, as Yuen Long (including Pat Heung and San Tin) were already included in the development of the Northern Metropolis, the ordinance should be timely reviewed to provide quality transport to residents;
- (3) Although TD encouraged residents to choose existing public transport, without MTR bus, they could not enjoy interchange concessions and needed to pay extra for interchange between KMB and MTR. A Member wanted the Department to consider ways to reduce their transportation costs;
- (4) A Member wanted to launch a new bus route between Kam Tin and Kam Sheung Road Station which ran from Yuen Long Station to Sheung Tsuen via Kam Sheung Road Station and Tai Lam Tunnel. Currently, many residents of Pat Heung took KMB route 64K. However, once an accident took place in Kam Tin Road, serious congestion might occur along the whole Kam Tin Road or even Kam Sheung Road, affecting residents of Pat

Heung;

- (5) In view of future completion of the Northern Link, Central Rail Link, etc., a Member considered that the designated area under Mass Transit Railway Ordinance (Cap. 556) ought to be re-defined;
- (6) There were several transitional housing projects in Pat Heung. In the beginning, the launch of KMB routes for the Kong Ha Wai project was not approved. The 2 special departures only obtained approval at a later time. Projects of Ta Shek Wu, Tsat Sing Kong, etc. were without ancillary transport arrangements such as bus service. The new population would bring about serious traffic congestion in Pat Heung; and
- (7) Various housing projects near Kam Sheung Road Station had been completed but roads were not widened and ancillary transport arrangements such as bus service were not available. As traffic at Kam Sheung Road was two-lane, refuse collection by refuse collection vehicles at refuse collection points along Kam Sheung Road blocked the road and affected students to go to school.

24. Replies of Ms Catherine SIU, TD were consolidated as follows:

- (1) As for the serviceable area of MTR bus, as what the Department mentioned in its written reply, according to existing policy, MTRCL was required to run its bus service within the North-west Transit Service Area stipulated in the Mass Transit Railway Ordinance (Cap. 556). The Department noted Members' views on review of the serviceable area which would be relayed to relevant sections for consideration;
- (2) As for interchange concessions, the Department had relayed the views to MTRCL and bus companies for consideration. The Department had been encouraging public transport operators to maximise their interchange concessions based on their operation and passengers' demand;
- (3) In view of the new population brought by transitional housing projects, the Department had been discussing service enhancement or launch of special departures with bus companies and minibus operators to cater to the demand of new passengers and ensure service standards; and

- (4) The Department would remind bus companies to make appropriate adjustments in times of sudden events and thus maintain service standards.

25. In his conclusion, the Chairman wanted TD to consider actual circumstances and look for room for improvement regarding a circular route of the MTR bus from Yuen Long Station to Sheung Tsuen. Moreover, he wanted TD to consider allowing transitional housing projects to run residents' buses, so as to cater to the travelling demand brought by continuous increase in population.

**Item 9: Mr KWOK Wing-cheong and Ms LI Ching-yee proposed a discussion on “Enquiring about the progress of various road works at Kam Sheung Road”
(T&TC Paper No. 40/2024)**

26. The Chairman referred Members to Paper No. 40 and the written reply of the Civil Engineering and Development Department (“CEDD”).

27. Members' views and enquiries raised during the discussion were summarised as follows:

- (1) A Member thanked CEDD for taking the initiative to invite Members for a site inspection to discuss the works along Kam Sheung Road after receiving this discussion item;
- (2) A Member considered that works in Hong Kong proceeded slowly. For example, widening of a carriageway needed 5 years but a project of building 4 carriageways only took about half a month in the Mainland. During the road works, changes in road markings and signs at Kam Sheung Road were so confusing to drivers; and
- (3) Kam Sheung Road was rather narrow that setting up of lay-bys and road widening works were necessary.

28. The Chairman concluded that Members interested in understanding the projects could join the site inspection organised by CEDD.

(Post-meeting note: CEDD arranged a site inspection on 14 June 2024 to brief about the

projects to Members at the scene.)

Item 10: Mr LI Kai-lap, Riben, Ms MA Shuk-yin, Mr SZE TO Chun-hin, Ms LAM Wai-ming, Mr CHEUNG Wai-sum, Mr CHUI Kwan-siu, Mr TONG Tak-chun, Mr LAM Wai-ming, Mr LEUNG Yip-pang, Mr SO Yuen and Ms LAI Yuet-kwan, Fennie proposed a discussion on “Requesting the combined implementation of the improvement works of Yuen Long Town Nullah and the elevated footbridge at Yuen Long Nullah”

(T&TC Paper No. 41/2024)

Item 11: Ms YUEN Man-yee, Mr TSUI Wai-ngoi, Mr SEI Chun-hing, Ms LI Ching-yee and Mr LEUNG Ming-kin proposed a discussion on “Reactivating the proposal to build a footbridge over the nullah in Yuen Long Town Centre”

(T&TC Paper No. 42/2024)

29. The Chairman said that as both items 10 and 11 were related to a footbridge over the nullah in Yuen Long, they would be discussed together. He referred Members to Papers Nos. 41-42, the consolidated reply of HyD and TD, as well as the written reply of the Drainage Services Department (“DSD”).

30. Members’ views and enquiries raised during the discussion were summarised as follows:

- (1) Several investigations had been conducted on the footbridge project and residents had been looking forward to it. In view of continuous increase in population of Yuen Long, the project should restart to confirm the construction of the footbridge;
- (2) The proposed footbridge connected to Exit D of Long Ping Station, facilitating access to Yuen Long Government Offices, Yuen Long Public Library, Yuen Long Sports Centre, Yuen Long Theatre, Yuen Long Swimming Pool and other facilities. A Member asked whether the footbridge would be extended to Ma Tong Road;
- (3) Currently, one needed to take a detour route when travelling between Long Ping Station and recreational facilities in general. Residents needed a footbridge linking the South and the North, especially the elderly and persons with reduced mobility. A footbridge did not only divert

pedestrians and improve traffic, but also released space to attract people from other districts to visit Yuen Long and thus promote local economic development;

- (4) A Member supported the nullah improvement works in Yuen Long Town to solve the odour problem and enhance anti-flooding functions which could protect residents. However, the Member wanted DSD to work with different departments to reserve space for the footbridge works when carrying out the nullah revitalisation works. This avoided the need to remove plants due to construction of the footbridge after revitalising the nullah, generating waste and causing environmental pollution;
- (5) Covering the whole nullah surface was suggested in the past, but out of high costs, footbridge was preferred. The public concerned much about the costs of the footbridge. When the project restarted, the costs would be higher than 1.7 billion which was proposed many years ago. The Member wanted the Department to review construction costs and methods;
- (6) The previous two terms of the District Council once approved the footbridge plan but it was dismissed by the Legislative Council due to high costs. The reason for high costs was that most of the area under the footbridge was solutional caves, leading to high construction costs. For example, a pile used in construction of Long Ping Station was 100 metres deep. The high costs were brought by construction costs, instead of being a “luxurious footbridge”;
- (7) DSD mentioned in its report that the Department would take forward the nullah revitalisation works which upgraded the traditional sewage channel to a pleasant green corridor. The works were expected to be completed in 2030. Members wanted the Department to provide a detailed plan in this regard so that they could understand whether the design of the pleasant green corridor matched with residents’ demand, so that both sides of the nullah became pedestrian ways which residents were willing to use;

(Post-meeting note: DSD submitted a follow-up reply on the design of the nullah revitalisation works which was relayed to T&TC by the Secretariat on 20 August 2024.)

- (8) A Member wanted the Department to consider also cluster of pigeons, keeping of water in the nullah to make Yuen Long cooler, construction of

public facilities, etc. when revitalising the nullah;

- (9) Regarding the third stage of Universal Accessibility (UA) Projects, a Member suggested that the Department review whether contractors could adopt new integration skills to speed up the works and reduce nuisance to residents; and

(Post-meeting note: HyD would adopt the technique of modular integrated construction on No. 1 lift under the lift retrofitting works of structure no. NF70 – the footbridge crossing On Lok Road and Long Yip Street near Long Ping Station, and would actively look into the feasibility of using the technique in other lift works.)

- (10) Regarding structure no. NF393 – the project across Tung Wui Road connecting Ng Ka Tsuen, Pat Heung and Tung Wui Road, a Member pointed out that a resident reflected occurrence of flooding on rainy days after works commencement. This problem never occurred before. It was suspected to be related to water discharge facilities of the works. Therefore, the Member wanted the related departments to visit and inspect the residential flat together.

(Post-meeting note: HyD confirmed that the lift works did not bring about flooding and residents had solved the flooding problem.)

31. Mr CHOI Kin-man, HyD noted Members' views on the footbridge and UA Projects which would be relayed to relevant works sections for follow-up.

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

- (1) The Department had been paying attention to walking facilities in Yuen Long and wanted to adopt measures to improve the environment such as addition of pedestrian crossings and pedestrian crossing facilities;
- (2) Members' views on the footbridge were noted which would be relayed to relevant sections of HyD for follow-up. When necessary, the Department would provide comments on the improvisation plan; and

- (3) A Member suggested reserving space in the nullah works for future construction of pedestrian access to avoid duplicated works. The Department would relay this view to relevant sections of HyD for follow-up.

33. The Chairman concluded that Members recognised the actual needs of the nullah improvement works, but the Government should carefully consider how to revitalise the nullah and avoid wastage. He asked relevant departments to note Members' views on restarting the footbridge project.

**Item 12: Mr KWOK Wing-cheong, Ms YUEN Man-yee, Mr LEUNG Ming-kin, Mr CHUI Kwan-siu and Ms LI Ching-yee proposed a discussion on “Applying for the installation of illegal driving cameras, speed enforcement cameras and speed limit signs on Kam Sheung Road”
(T&TC Paper No. 43/2024)**

34. The Chairman referred Members to Paper No. 43, written reply of HKPF and the written reply submitted by TD in the meeting.

35. Members' views and enquiries raised during the discussion were summarised as follows:

- (1) A Member thanked HKPF and TD for their replies and thanked HKPF for enhancing patrol along Kam Sheung Road;
- (2) Kam Sheung Road and the pedestrian ways on both sides were narrow and residents were always found to be waiting for a bus or minibus there. Compared with patrolling by the Police, a Member wanted to have cameras installed in Kam Sheung Road to increase the deterrent effect to drivers and thus protect nearby residents;
- (3) A Member suggested that if fixed cameras could not be installed, temporary ones could be set up regularly to monitor driving speed and speeding. The Member also suggested putting up signs of slow driving and relevant signs;
- (4) A Member observed that it became less frequent for the Police to take photos of speeding at Kam Sheung Road. However, speeding and crossing double

white lines to overtake occurred every day on Kam Sheung Road. The Member wanted the Police to act accordingly;

- (5) Boarding/alighting of minibuses or refuse collection by refuse collection vehicles would cause traffic congestion and hinder residents from going to the MTR station or Tai Po for work. Therefore, a Member suggested that the Government set up a lay-by on Kam Sheung Road to avoid traffic congestion and reduce unauthorised overtaking;
- (6) Speed cameras could take photos of speeding but not crossing double white lines. The camera suggested in Annex 1 of Paper No. 43 was commonly used in the Mainland for detection of crossing double white lines to overtake, driving in an opposition direction of the traffic, failing to stop in compliance with signs, or even rear passengers without fastening a seat belt. As that system was widely installed in the Mainland, drivers were rather alert; and
- (7) A Member considered that adoption of such system in Hong Kong could effectively make drivers become law-abiding, and reduce unauthorised behaviour and traffic accidents. However, this would involve legislative amendments and give rise to privacy concerns. Therefore, it was necessary to further discuss whether installation of such system was suitable in Hong Kong. If feasible, the system should be applied to Kam Sheung Road and other roads.

36. Replies of Mr PANG Che-wai, HKPF were consolidated as follows:

- (1) The Police had deployed more staff to enhance patrols along Kam Sheung Road and observed the problem of crossing double white lines to overtake. Prosecution had been instituted accordingly;
- (2) The Police noticed that violation of traffic laws was more common in minibus drivers. For example, when passengers of the bus in the front were boarding/alighting, a minibus driver might cross double white lines to overtake. Therefore in instituting prosecution, apart from issuing fixed-penalty tickets to the minibus driver, the Police would also stress that traffic situation was always on watch. Unauthorised behaviour would be prosecuted. The Police wanted the message to be spread widely across minibus drivers so that they could understand the consequences;

- (3) The Police would look into installing fixed cameras or using speed-detection guns to take photos and detect speeding; and
- (4) The Headquarters planned to install 2 000 CCTV cameras in busy areas over the territory with the primary aim of crime prevention and fighting, such as finding a theft suspect using cameras. In the long run, CCTV would be used on traffic enforcement but at present the focus would be on city centre. The Police would relay Members' views to the Headquarters.

37. Mr Phil CAI, TD replied that TD and HKPF from time to time reviewed records of traffic accident and speeding of major roads. The Department noted Members' views and would follow up with the Police.

38. In his conclusion, the Chairman wanted the relevant departments to consider installing fixed cameras.

Item 13: Mr CHAM Ka-hung, Daniel proposed a discussion on “Improving the speed limit problem on Lung Fu Road leading to the airport via the Tuen Mun-Chek Lap Kok Tunnel and roads at the Shenzhen Bay Port, as well as the progress and timetable for installing traffic lights at Pok Oi roundabout”
(T&TC Paper No. 44/2024)

39. The Chairman referred Members to Paper No. 44 and the written replies of TD and HyD.

40. Members' views and enquiries raised during the discussion were summarised as follows:

- (1) A Member wanted to relax the speed limit of Lung Fu Road and Wong Chu Road in Tuen Mun from 50 km to 70 km per hour to speed up the traffic flow and residents' trips;
- (2) A Member pointed out that the speed limit of the road section starting from Tuen Mun Town Plaza maintained at 70 km per hour but decreased to 50 km per hour after going up to Wong Chu Road;
- (3) The Tuen Mun Bypass was expected to open after more than 10 years but

the traffic towards the airport at the Tuen Mun-Chek Lap Kok Tunnel became increasingly crowded. Under the existing speed limit, vehicles could only move slowly and the queue might even extend to Lam Tei during peak hours;

- (4) The traffic at the highway between Lung Fu Road and the Tuen Mun-Chek Lap Kok Tunnel was two-lane and dual-way. A Member considered that an hourly speed of 70 km was reasonable;
- (5) There was once a traffic accident at Lung Fu Road which involved clashing of a vehicle from River Trade Terminal arriving at the roundabout and a vehicle which went direct. However, the traffic improved after the opening of the Tuen Mun-Chek Lap Kok Tunnel. Therefore, a Member suggested relaxation of speed limit to increase traffic flow;
- (6) A Member pointed out that the speed limit from Tuen Mun Road to Wong Chu Road decreased from 70 km per hour to 30 km per hour. The Member understood that the Department worried about the occurrence of traffic accidents out of high speed, but slowing down vehicles there brought about serious congestion in Tuen Mun Town;
- (7) Relevant roads in Tuen Mun could connect to those in Yuen Long, which affected the local transport network. Roads connecting to Shenzhen Bay also created direct impact on Yuen Long;
- (8) The speed restriction of Shenzhen Bay Bridge was 100 km per hour, but that of roads inside Shenzhen Bay Port was only 50 km per hour, which was unreasonable. Therefore, a Member suggested relaxation of speed limit to 70 km per hour and pointed out that the road section concerned lacked prominent signs of speed reduction;
- (9) Regarding installation of traffic lights at Pok Oi roundabout, the Department only pointed out that the works were scheduled for commencement after completion of civil engineering works in Q4 2024. A Member wanted to ask about the exact timing of installing traffic lights to facilitate Members' follow-up on the works progress;
- (10) Traffic congestion at Pok Oi roundabout had become increasingly serious, but a Member worried that installation works of traffic lights might require 4-5 years. Moreover, such works might involve different departments and

their cooperation in ensuring works progress. The Member wanted the works to be completed as soon as possible to divert the traffic;

- (11) A Member pointed out that drivers' habits took time to change and wanted the Department to invite Members to understand the actual operation when the installation works were nearly completed. Members could disseminate information to residents to let them understand how the new arrangement could enhance traffic efficiency and ensure safety; and
- (12) A Member pointed out that installation of traffic lights at Pok Oi roundabout had been discussed in T&TC of the previous term with a view to improving the traffic situation. The Member wanted the Secretariat to supplement relevant committee papers for Members' information.

(Post-meeting note: The Secretariat submitted T&TC Paper No. 2022/14 on 15 August 2024 for T&TC's information.)

41. Mr Adrian LAM, TD made the following reply regarding speed restriction at Shenzhen Bay Bridge:

- (1) Regarding the speed limit at roads inside Shenzhen Bay Port, as currently different kinds of immigration facilities and a public transport interchange were set up in Shenzhen Bay Port, it was appropriate to set the speed limit of the roads inside as 50 km per hour;
- (2) At present, the speed limit near chainage marker "0.4 N" on the Shenzhen Bay Bridge was set as 50 km per hour. The Department had placed appropriate signs and traffic signs at countdown markers of 300m, 200m and 100m to remind drivers of the change in speed limit ahead; and
- (3) The Department would keep in view the traffic at the above road sections and timely review the speed limit.

42. Mr CHOI Kin-man, HyD replied that at present, there was no schedule for installation of traffic lights at the Pok Oi roundabout. Upon completion of the civil engineering works, installation of traffic lights would be arranged. The works were under the purview of the Electrical and Mechanical Services Department ("EMSD"). HyD would timely discuss the progress of civil engineering works with EMSD, with a

view to installing traffic lights as soon as possible.

43. In his conclusion, the Chairman wanted HyD to relay Members' views to relevant departments for follow-up.

Item 14: Mr WONG Wing-ho, Allan, Mr YIU Kwok-wai, Ms LAU Kwai-yung, Ms CHAN Yin-kwan, Yankie, Mr LAM Chung-yin and Mr TSUI Wai-ngoi proposed a discussion on “Widening of the pedestrian crossing and pedestrian refuge at Tin Shui Road outside Tin Chung Court (near the junction of Tin Tan Road)” (T&TC Paper No. 45/2024)

44. The Chairman referred Member to Paper No. 45 and the written reply submitted by TD in the meeting.

45. Members' views and enquiries raised during the discussion were summarised as follows:

- (1) Traffic at the intersection of Tin Shui Road and Tin Tan Street was very busy and bus stops were set up there. As the pedestrian refuge there was so crowded, users might be forced out of the pedestrian refuge. Some residents might not follow pedestrian crossing markings when crossing the road, giving rise to road safety concerns. The Member wanted TD to improve the pedestrian crossing facilities to protect residents;
- (2) A Member praised the Police for promptly following up on the case on 24 May 2024 involving a resident and 3 children crossing the road without following the traffic light signals, and instituted prosecution on 27 May;
- (3) A Member replied on TD's suggestion on shortening pedestrians' waiting time at the intersection of Tin Shui Road by adjusting the order of traffic light signals. The Member considered that the suggested plan would reduce driving speed and affect traffic flow. Therefore, the Member suggested widening the pedestrian refuge and extending the zebra crossing there, with a view to improving existing pedestrian crossing environment by enhancing physical facilities;
- (4) A Member suggested referring to the practice of removing the pedestrian refuge before KOLOUR • Yuen Long, Kau Yuk Road, so that separate zebra

crossings could be combined for pedestrians to smoothly cross the busy road. The duration of traffic lights at the pedestrian crossing could also be shortened;

- (5) As the intersection of Tin Shui Road and Tin Tan Street was connected to Tin Shui Wai Hospital, when the Light Rail passed by, vehicles needed to wait for a few minutes before the traffic light signal changed and they could reach the hospital. A Member opined that when the Department considered the plan of removing the pedestrian refuge, it needed to take into consideration whether such plan would affect the waiting time of vehicles driving from north to south and turning right into Tin Shui Wai Hospital at Tin Tan Street. If such plan would lengthen the time for emergency vehicles to reach Tin Shui Wai Hospital, the Department should adopt the plan of widening the pedestrian refuge instead which could accommodate more pedestrians;
- (6) A Member wanted TD to provide relevant figures and exact details when raising proposals, such as the waiting time after adjusting traffic light signals, to facilitate Members' explanatory work;
- (7) Currently, the design of the intersection of Tin Hang and Grandeur Terrace was similar to that of Tin Shui Road/Tin Tan Street. A Member remembered that TD had prepared the works drawings of the improvement works of the intersection of Tin Hang and Grandeur Terrace as early as in 2016, but the works had still not yet started. As recently the Department was preparing for a new plan for that intersection and collecting views on the works drawings, the Member wanted the Department to confirm the project as soon as possible to protect residents;
- (8) A Member understood the restrictions on traffic light signals when TD considered widening the pedestrian crossing facility at the captioned location, but the Member wanted the Department to remove two fences first and widen the pedestrian refuge, so as to accommodate more pedestrians; and
- (9) A Member suggested that TD refer to the project of widening the pedestrian refuge at the road section between Tin Yiu Light Rail Stop and Tin Shing Court a few years ago. That plan reduced the risk of pedestrians crossing the road. As for the road section between Tin Yiu Light Rail Stop and Tin Shing Court, the Member suggested that the Department refer to the practice

of removing the pedestrian refuge in front of KOLOUR • Yuen Long, Kau Yuk Road to further improve the pedestrian crossign facilities between Tin Yiu Light Rail Stop and Tin Shing Court.

46. Replies of Miss Grace FOK, TD were consolidated as follows:

- (1) She understood Members' concerns about pedestrian crossing environment and road safety and their hope of ensuring smooth traffic. The Department noted Members' views and would try its best to improvise the plan, such as widening of the pedestrian refuge, so as to come up with an improvised plan which could protect and provide convenience to all road users; and
- (2) The Department would refer to the practice of the road near KOLOUR • Yuen Long, Kau Yuk Road and Tin Yiu Estate as suggested by Members.

**Item 15: Mr LI Kai-lap, Riben proposed a discussion on “Requesting the installation of guard rails at Yuen Long On Lok Road”
(T&TC Paper No. 46/2024)**

47. The Chairman referred Members to Paper No. 46 and the written reply submitted by the TD in the meeting.

48. Members' views and enquiries raised during the discussion were summarised as follows:

- (1) A Member referred to a traffic accident which took place at On Lok Road early this year, involving a vehicle losing control and striking the pedestrian way when it was turning from Tung Tai Street. As guard rails there absorbed the force, the vehicle stopped on the pedestrian way;
- (2) Guard rails were installed at On Lok Road from its intersection with Castle Peak Road to Tai Kiu Tsuen, but not the road section from Keader Centre to On Lok Industrial Building. Vehicles passing by there were rather fast, easily posing danger to pedestrians, especially on rainy days. It was also common for charity groups to distribute meal boxes there, with the elderly gathering there;
- (3) A Member was glad that the Department provided more reminders on

slowing down to drivers, but still wanted the Department to install protective facilities there, as Po Yip Street was within the examination area of the driving schools and students passed by from time to time; and

- (4) A Member noticed that in 2019, TD installed “Energy Absorbing Bollard” at a bus stop at Aberdeen Praya Road. The unit price was about HK\$20,000. The “Energy Absorbing Bollard” was to be able to absorb hitting by a 7.5 tonne vehicle at an hourly speed of 50 km and the Department said that a 30-month safety research was in progress. If “Energy Absorbing Bollard” was found to be effective, the Member suggested installing the same in On Lok Road to ensure residents’ safety.

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

- (1) In general, guard rails were used to guide pedestrians to cross the road at the appropriate pedestrian crossings. Guard rails had already been installed at pedestrian crossings in On Lok Road; and
- (2) The Department had sent representatives there for site inspection and noticed that the elderly were waiting for meal boxes on the pedestrian way. Regarding Members’ concerns about pedestrian safety, the Department noted Members’ views and would keep in view the situation and look into the issue.

(Post-meeting note: To guide pedestrians to the nearby pedestrian crossing, and to prevent them from stepping onto the road and facing danger, the Department planned to install guard rails at that part of the pedestrian way.)

50. The Chairman concluded that Members could contact TD to follow up in case of enquiry.

Item 16: Mr LAM Wai-ming, Mr LI Kai-lap, Riben, Mr CHEUNG Wai-sum, Ms LAI Yuet-kwan, Fennie, Mr TONG Tak-chun, Mr CHUI Kwan-siu, Ms LAM Wai-ming, Mr SZE TO Chun-hin, Ms MA Shuk-yin, Mr SO Yuen and Mr LEUNG Yip-pang proposed a discussion on “Proposal to expeditiously install charging facilities at public parking spaces (with parking metres) in Yuen Long District”
(T&TC Paper No. 47/2024)

51. The Chairman referred Members to Paper No. 47 and the written reply of the Environmental Protection Department (“EPD”), and welcomed the following EPD’s representatives to the meeting:

Senior Electrical & Mechanical Engineer (Electric Vehicle) 1	<u>Mr SIU Kim-hung</u>
Electrical & Mechanical Engineer (Electric Vehicle) 11	<u>Mr MA Chun-ho, Marco</u>

52. Members’ views and enquiries raised during the discussion were summarised as follows:

- (1) Although EPD promulgated the Hong Kong Roadmap on Popularisation of Electric Vehicles, without sufficient ancillary facilities, drivers were not attracted to buy electric vehicles (EVs) and EVs could hardly be popularised to achieve the objective of reduction in carbon emission;
- (2) A Member considered that the written reply of EPD did not match with the reality. EPD pointed out that the ratio of EVs on the street was rather low, and so it did not plan to install charging facilities near metred parking spaces. A Member said that currently some drivers decided not to buy EVs due to insufficient charging facilities;
- (3) A Member pointed out that the Government aimed at increasing the number of public and private parking spaces with charging infrastructure to about 200 000 by mid-2027, but the Department mentioned in the paper that only 8 000 public chargers were available in Hong Kong at present, which was quite far from the target. The Member asked how to achieve the goal in the coming few years;

- (4) A Member pointed out the EV-charging at Home Subsidy Scheme stopped accepting applications in 2023 and private residential buildings could no longer join the scheme. There were also public comments about difficulty in making applications. Therefore, the Member wanted to understand the progress of the scheme;
- (5) If the Department worried that installation of charging facilities at metred parking spaces might affect turnover, a Member suggested restricting the charging duration, increasing designated EV parking spaces proportionate to the ratio of vehicle type, or even prohibiting diesel vehicles to park at EV parking spaces. The Member pointed out that it only took a short period of time for EVs to charge and solve imminent needs;
- (6) Currently, there were only about 350 public parking spaces installed with chargers in Yuen Long District which were mainly concentrated in Tin Shui Wai and One North. A Member considered that the provision of public charging facilities was insufficient, which was lower than the average figure of about 400 public parking spaces installed with chargers in other districts over the territory. The Member also pointed out that parking spaces installed with chargers were already set up in government facilities and car parks in other areas;
- (7) As a number of drivers in Yuen Long needed to travel to and from the urban area and had great demand for charging facilities, a Member suggested installing more charging facilities in Yuen Long District, and encouraged the Government to provide a large number of public chargers in rural areas of Yuen Long or build an underground smart car park in Yuen Long;
- (8) A Member considered that EPD, as the Department promoting the use of EVs, should try its best to install charging facilities. EPD should also promote EVs with a view to protecting the environment. The Member also asked about TD's reply on installing charging facilities at metred parking spaces under its purview, and pointed out that the two departments should work together to install charging facilities;
- (9) Currently, the Government launched the Northbound Travel for Hong Kong Vehicles Scheme and might launch the Southbound Travel for Guangdong Vehicles in the future. Currently, the ratio of EVs was very high in the Mainland. If more charging facilities were installed in Yuen Long, this provided more convenience for Mainland travellers in Hong Kong. This could also be in line with the concept of "tourism is everywhere in Hong

Kong” and promote the economic development in Yuen Long;

- (10) Currently, the number of registered EVs in Hong Kong kept increasing with the current number of EVs exceeding 90 000. This posed a great demand for charging facilities. Due to insufficient charging facilities, some drivers might need to wait for a parking space with charging facilities in the early hours of the morning;
- (11) Departments, such as the Planning Department and TD, should enhance cooperation on installation of charging facilities. They should have advanced planning in construction, redevelopment and alteration projects, such as provision of parking spaces with EV charging facilities together with redevelopment of Yuen Long Stadium, as residents had been looking forward to this kind of facilities;
- (12) A Member shared about the Mainland’s efforts in promoting EVs, and pointed out that provision of ancillary charging facilities was very mature. There were many parking spaces with charging facilities, with 80% of them were quick chargers. However, only 20% were quick chargers in Hong Kong. Therefore, a Member suggested installation of quick chargers at metred parking spaces. The Member also suggested referring to the Mainland’s practice of issuing green registration plates to EVs;
- (13) A Member understood that not all metred parking spaces were suitable for installation of chargers and suggested conducting a trial outside Yuen Long Stadium before making a decision; and
- (14) A large number of vacant public parking spaces were available in the car park of Central Park Towers. A Member suggested installation of charging facilities at that car park and trusted that this could attract quite a number of EV drivers to charge there.

53. Replies of Mr Marco MA, EPD were consolidated as follows:

- (1) Regarding charging arrangement of electric private cars, the Government’s policy direction was to enable drivers to charge their vehicles near their residences, working locations or places where they usually parked on a daily basis; the public charging network only provided auxillary facilities for EV drivers to charge their cars for a short period of time when necessary;

- (2) Regarding Members' concerns about how existing measures could enable the charging network to satisfy charging needs, in terms of private charging network, the Government was trying to encourage private developers to provide charging infrastructure by gross floor area concessions. The Government had granted the construction of over 82 700 parking spaces of that type and 34 550 of them were constructed under the said measure;
- (3) Moreover, regarding the number of parking spaces installed with charging facilities in new buildings, the Government reviewed and updated its requirements on EV charging facilities in the Hong Kong Planning Standards and Guidelines promulgated in January 2024, which encouraged that all parking spaces for private cars, motorcycles and light goods vehicles (whether indoors or outdoors) within the boundaries of new buildings should be fully equipped with medium EV chargers;
- (4) Moreover, the Department rolled out the EV-charging at Home Subsidy Scheme in October 2020 to subsidise the installation of EV charging-enabling infrastructure ("EVCEI") in car parks of existing private residential buildings. The application period closed on 31 December 2023 with a total of 788 applications received and 724 of them approved. When the scheme fully ended in 2027-28, about 140 000 parking spaces, involving car parks of more than 700 existing housing courts, could be installed with EVCEI;
- (5) A total of 44 private housing courts in Yuen Long District applied for the EV-charging at Home Subsidy Scheme which would subsidised installation of EVCEI in 9 440 parking spaces;
- (6) Currently, most private courts under the scheme were identifying appropriate project contractors and some of them were identifying project consultants. Two courts in Yuen Long District had completed installation projects, including 445 EVCEIs in Park Royale and 66 in Marbella Gardes;
- (7) Regarding public charging network, the Government updated the Joint Circular on Green Government Buildings in March 2023, stipulating that all parking spaces for private cars, motorcycles and light goods vehicles (whether indoors or outdoors) within the boundaries of newly built government buildings had to be fully equipped with medium EV chargers. As for government buildings under construction or planning, the

Department had discussed with relevant works departments to try to maximise the number of EV charging facilities in car parks when technical feasibility allowed and without affecting works progress. For example, the Kai Tak Sports Park under construction would provide chargers in 300 more public parking spaces, with the total number of public parking spaces with EV charges increasing to 600;

- (8) He pointed out that there was no plan to install charging facilities at existing public metred parking spaces at this stage. The Department would focus on extending the EV charging network by other means. As roadside parking spaces mainly served to satisfy short-term parking needs, parking metres were usually installed to increase the turnover of the parking spaces and enable more drivers to use them;
- (9) Currently, the ratio of EVs on the street was still relatively low at about 10%. In view of shortage in public metred parking spaces and parking demand of other drivers, conversion of this kind of parking spaces into those with EV chargers would be against the objective of satisfying short-term parking demand;
- (10) the Government's strategy in the medium to long run was to establish quick charging stations by conversion of 180 existing petrol stations over the territory for provision of EV charging services. 8 petrol stations with 36 quick chargers were planned in Yuen Long District, which were expected to be completed in 2025 to cater to quick charging needs; and
- (11) To expand the charging network, starting from end-2023, the Government had progressively marketised the EV charging services in existing government car parks, with the view of allowing private operators to run EV charging services and charge the users. It was expected that more operators of private car parks would install charging facilities in other public car parks to provide more convenience to the public.

54. Replies of Mr Victor MA, TD were consolidated as follows:

- (1) He reiterated that roadside parking spaces mainly aimed at catering to short-term parking needs. Those parking spaces were usually installed with parking metres to boost the turnover of the parking spaces and allow more drivers to use them; and

- (2) TD was not the leading department in installation of EV charging facilities, but noted Members' views. The Department would maintain communication when EPD reviewed the policy in the future.

55. In his conclusion, the Chairman wanted the Department to look into the feasibility of installing charging facilities at metred parking spaces to charge EVs within a short time and allow them to complete their remaining journeys.

**Item 17: Mr SZE TO Chun-hin, Mr LEUNG Yip-pang, Mr SO Yuen, Ms LAI Yuet-kwan, Fennie, Mr TONG Tak-chun, Mr LI Kai-lap, Riben, Ms LAM Wai-ming, Mr CHUI Kwan-siu, Mr CHEUNG Wai-sum, Mr LAM Wai-ming and Ms MA Shuk-yin proposed a discussion on “Concern over the tolls of Tai Lam Tunnel upon the Government’s takeover”
(T&TC Paper No. 48/2024)**

56. The Chairman referred Members to Paper No. 48 and the written reply submitted by TD in the meeting.

57. Members' views and enquiries raised during the discussion were summarised as follows:

- (1) TD was concerned that toll adjustment of Tai Lam Tunnel would create new traffic flow and thus traffic congestion. A Member wanted TD to provide figures on traffic flow in a tabulated form for easy comparison of maximum loading and hourly traffic volume between Tai Lam Tunnel and Tuen Mun Road, as well as assessment of degree of future traffic congestion. It was also suggested that TD present its information in a more concrete manner by using graphs or animations;
- (2) A Member considered that the figures on traffic volume/capacity (v/c) ratio provided in TD's written reply were inadequate. Taking Tuen Mun Road as an example, traffic v/c ratio of 1.1 showed a very congested road, but actually not all parts of the road were under the same degree of congestion. Therefore, the Member suggested provision of figures of different road sectors for better comparison;
- (3) A Member pointed out that the peak hours lasted for a few hours, but the

written reply only showed figures of one hour, and thus wanted TD to give a full picture;

- (4) A Member suggested downward adjustment of Tai Lam Tunnel tolls to divert vehicles of Yuen Long and Tuen Mun, i.e. attracting those living in Yuen Long to use Tai Lam Tunnel while those in Tuen Mun to use Tuen Mun Road, so as to alleviate the congestion of Tuen Mun Road;
- (5) A Member pointed out that currently residents of Yuen Long used 3 strategic routes to Kowloon, namely Tai Lam Tunnel, Tuen Mun Road and San Tin Highway. The Member asked if the Department did not plan to adjust tolls of Tai Lam Tunnel after retrieving the franchise, whether other methods would be adopted to alleviate congestion at other roads, such as construction of new strategic route;
- (6) A Member suggested exemption of Tai Lam Tunnel tolls and pointed out that the current traffic v/c ratios of southbound and northbound lanes of the Tai Lam Tunnel was 0.8 and 0.5 respectively, showing that the Tai Lam Tunnel still had space to accommodate more users. Even downward adjustment or exemption of tolls would not bring about congestion;
- (7) A Member suggested spending tolls of the Tai Lam Tunnel on retrofitting lifts for public use. The Member asked about the maintenance fees of Tai Lam Tunnel and suggested adjusting the tolls on a cost recovery basis;
- (8) A Member suggested referring to the time-varying tolls at the three tunnels and adjusting tolls after calculation of traffic volume under different tolls;
- (9) Downward adjustment or exemption of tolls might reduce expenses for private car drivers, as well as logistics costs. Tolls of bus could also be reduced which might lead to fare decrease. A decrease in transport costs of Yuen Long would attract more people to work and live in Yuen Long, which promoted the development of the Northern Metropolis and Technopole;
- (10) A Member suggested that Tai Lam Tunnel set up reasonable time-varying tolls. A Member worried that toll exemption might bring about large number of vehicles using the Tai Lam Tunnel, including residents of the Northern District, which caused congestion;

- (11) A Member concerned about whether Kam Sheung Road and Pat Heung could afford the extra traffic flow after adjustment of the tolls of the Tai Lam Tunnel. A Member asked whether TD conducted any traffic assessment nearby to look into the impact of downward toll adjustment on surrounding roads;
- (12) A Member pointed out that the Government mentioned about its intention to launch electronic road pricing scheme at busy roads. Under this direction, the possibility of toll exemption of the Tai Lam Tunnel was expected to be very low, but the Member still wanted the Government to consider this arrangement; and
- (13) A Member asked about the traffic v/c ratio of Tolo Highway and 3 cross harbour tunnels for better understanding of the figures of the Tai Lam Tunnel and Tuen Mun Road provided in TD's written reply.

58. Replies of Mr Phil CAI, TD were consolidated as follows:

- (1) Members' views on tolls of the Tai Lam Tunnel and enquiries about the impact on nearby traffic were noted which would be relayed to relevant sections for follow-up after the meeting;
- (2) He explained that the traffic v/c ratio was a standard in assessing traffic. A ratio smaller than 1.0 meant that the capacity was sufficient to cater to the volume and the traffic was at an acceptable level. A ratio larger than 1.0 meant that congestion started. A ratio larger than 1.2 meant that the road was congested; and
- (3) Views on traffic of other tunnels would be relayed to relevant sections and further information would be provided to Members.

59. In his conclusion, the Chairman asked TD to prepare the relevant information after the meeting in response to Members' enquiries.

Reports of government departments:

**Item 18: Progress report from the Transport Department
(T&TC Paper No. 49/2024)**

60. The Chairman referred Members to Paper No. 49.

61. Members' views and enquiries raised during the discussion were summarised as follows:

- (1) Items 1, 3 and 6 of the paper showed that bus companies would launch special departures in line with concerts and events held at the Hong Kong Coliseum and Hong Kong Stadium. A Member asked about whether special departures would be launched for every large-scale event;
- (2) If the Department did not make the above arrangement for remaining large-scale events, such as carnivals on the Hong Kong Special Administrative Region Establishment Day and the National Day, as well as the seaside drone shows held in Tsim Sha Tsui, a Member suggested that the Department continue to implement and extend this arrangement to other large-scale events, so as to facilitate public participation; and
- (3) Item 2 of the paper showed that the operator of New Territories GMB route 623 was allowed to keep providing KMB interchange concessions. A Member suggested extending the interchange concessions to other local New Territories GMB routes, such as 39, 73, 604 and 609.

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

- (1) Bus route numbers ending with an "R" referred to "recreational" special routes which were special service applied by bus operators for individual events. The Department noted Members' views and would invite operators to consider applying for special route services for special events;
- (2) The interchange concessions of New Territories GMB route 623 involved commercial agreement between operators. Upon receipt of applications submitted by the minibus operator and KMB separately, the Department would try its best to coordinate; and
- (3) The Department encouraged operators to try their best to provide fare

concessions and upon receipt of such applications, conducted vetting based on prevailing mechanism.

**Item 19: Progress report from the Highways Department
(T&TC Paper No. 50/2024)**

63. The Chairman referred Members to Paper No. 50.

64. Members' views and enquiries raised during the discussion were summarised as follows:

- (1) A Member praised HyD for its previous maintenance works in the district;
- (2) Regarding the lift retrofitting works under footbridge structure no. NF130, as the location connected with Exit C of Yuen Long Station which started in use recently, a Member wanted the Department to take note of the impact of the relevant works on residents and divert the pedestrian flow. The Member also wanted the Department to complete the works as soon as possible to benefit residents in need;
- (3) Regarding the lift retrofitting works under footbridge structure no. NF307, this footbridge crossing Castle Peak Road - Yuen Long near Yuen Long Plaza made it easier for residents to go to Yuen Long Merchants Association Primary School, but wheelchair users needed to pass by a long ramp before reaching the ground surface. Therefore, a Member wanted the lift retrofitting works to be completed as soon as possible;
- (4) Regarding works progress of items 2 and 4 in the paper, a Member pointed out that motorcycle parking spaces in Tin Shui Wai was in significantly shortage and traffic signals in the district needed prompt improvement. TD had issued the Works Request Form 5 years ago, but HyD had still not yet completed the works. The Member suggested that HyD promptly start the works upon receipt of the Works Request Form. Simple works should not be repeatedly delayed;
- (5) A Member understood that some works might require cooperation of other departments. For example, the Leisure and Cultural Services Department ("LCSD") might raise views on tree issues. Therefore, the Member suggested that HyD discuss with other departments with a view to

completing the works as soon as possible;

- (6) A Member said that he had asked about the progress of lift retrofitting works at various locations, but had not yet received a reply from relevant departments. Moreover, he noticed that the overall works progress was slow. For example, construction materials were placed and hoarding was put up at some works locations, but the works had still not yet started after a long time. This arose concerns of local district councils and residents. The Member wanted the Department to provide a progress report of the lift retrofitting works to facilitate Members' follow-up;
- (7) A Member asked about the works schedule of addition of pedestrian crossing facilities near Hung Tso Tin Tsuen at Tai Tong Road under item 12 of the paper and at the intersection of Tai Tong Road and Kiu Hing Road under item 17 of the paper. It was expected that many members of the public would come to appreciate the red leaves in mid-December. Therefore, the Member wanted to speed up the works and thus reduce the risk of traffic accidents at those road sections;
- (8) A Member praised relevant departments for turning the roads at the intersection of Tai Kei Leng Road and Tai Tong Road near Sham Chung from one-lane traffic to two-lane traffic. This alleviated the traffic problem at Tai Tong Road; and
- (9) A Member wanted relevant departments to speed up the works of a designated lane at Sap Pat Heung Road crossing the Sap Pat Heung Interchange to Pok Oi roundabout, and the works of Yuen Long Highway directly entering Tai Kei Leng Road crossing the Sap Pat Heung Interchange which turned the road sections from two lanes to four lanes.

65. Replies of Mr CHOI Kin-man, HyD were consolidated as follows:

- (1) The Department noted Members' views and wanted to commence the minor works mentioned by them as soon as possible. When necessary, the Department would report the actual progress to relevant Members; and
- (2) As for the works progress of lift retrofitting works under the UA Project, the Major Works Project Management Office of the Department had reported the progress in T&TC Papers Nos. 41 and 42a/2024. Members' views

would be relayed to relevant works sections for follow-up.

66. The Chairman concluded that Members could directly contact HyD if they have enquiries about its works.

**Item 20: Statistics on cycling accidents and related enforcement actions
(T&TC Paper No. 51/2024)**

67. Members noted the captioned report.

**Item 21: Temporary traffic arrangements in Yuen Long District
(T&TC Paper No. 52/2024)**

68. The Chairman referred Members to Paper No. 52.

69. Members' views and enquiries raised during the discussion were summarised as follows:

- (1) A Member pointed out that the first and second phases of Yuen Long South Development project involved 29 roads and noticed that 7 vehicular bridges between Kung Um Road and Kiu Hing Road were built but not yet connected. The Member asked about the schedule of connecting the vehicular bridges. At the same time, the Member pointed out that congestion was found there and the Department implemented traffic signal arrangements which further affected the traffic flow; and
- (2) As for the pedestrian crossing at Kiu Hing Road towards Tin Liu Tsuen, a Member pointed out that signs were put up at the pedestrian way to remind that no bicycles and motorcycles were allowed there. That pedestrian way was not a designated pedestrian way and was drawn by the contractor itself. However, the bend of the road section there was very dangerous; cyclists and pedestrians were easy to clash. Without widening the road, traffic accidents might take place in the future even after installation of a convex mirror. Therefore, the Member wanted relevant departments to follow up.

70. The Chairman concluded that regarding the Yuen Long South project, some current vehicular bridges were temporary roads which might be removed upon completion of the development project. During the works, the Department might need

to install traffic lights when implementing temporary road diversion arrangements. He wanted road users to understand this arrangement.

Item 22: Any other business

Item 23: Date of next meeting

71. The Chairman announced that the next T&TC meeting would be held in Conference Room, Yuen Long District Council at 2:30 p.m. on 27 August 2024.

72. There being no other business, the meeting was adjourned at 6:15 p.m.

Yuen Long District Council Secretariat
August 2024