

**The Fifth Meeting of the Traffic and Transport Committee
under the Yuen Long District Council in 2018**

Date: 13 September 2018 (Thursday)

Time: 10:00 a.m. - 4:25 p.m.

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

<u>Present</u>	<u>Time of Arrival</u>	<u>Time of Withdrawal</u>
Chairman : Mr CHING Chan-ming	Beginning of the meeting	End of the meeting
Vice-chairman : Mr MAK Ip-sing	Beginning of the meeting	End of the meeting
Members : Mr CHAM Ka-hung, Daniel, BBS, MH, JP	Beginning of the meeting	End of the meeting
Ms CHAN Mei-lin	Beginning of the meeting	End of the meeting
Mr CHEUNG Muk-lam	Beginning of the meeting	12:20 p.m.
Ms CHIU Sau-han, MH	Beginning of the meeting	3:45 p.m.
Mr CHOW Wing-kan	Beginning of the meeting	End of the meeting
Mr KWOK Hing-ping	11:00 a.m.	11:40 a.m.
Mr KWOK Keung, MH	Beginning of the meeting	1:00 p.m.
The Hon KWONG Chun-yu	11:25 a.m.	End of the meeting
Mr LAI Wai-hung	Beginning of the meeting	12:45 p.m.
Mr LEE Yuet-man, MH	Beginning of the meeting	2:45 p.m.
Mr LEUNG Fuk-yuen	Beginning of the meeting	1:30 p.m.
Mr LEUNG Ming-kin	Beginning of the meeting	End of the meeting
Mr LUI Kin, MH	12:45 a.m.	3:10 p.m.
Ms MA Shuk-yin	10:55 a.m.	End of the meeting
Mr MAN Kwong-ming	Beginning of the meeting	1:30 p.m.
Mr SHUM Ho-kit, JP	10:45 a.m.	End of the meeting
Mr SIU Long-ming, MH	Beginning of the meeting	End of the meeting
Mr TANG Cheuk-yin	Beginning of the meeting	End of the meeting
Mr TANG Hing-ip, BBS	Beginning of the meeting	End of the meeting
Mr TANG Ka-leung	Beginning of the meeting	End of the meeting
Mr TO Ka-lun	Beginning of the meeting	3:00 p.m.
Mr WONG Cheuk-kin	Beginning of the meeting	12:20 p.m.
Ms WONG Wai-ling	10:15 a.m.	4:00 p.m.
Mr WONG Wai-shun, MH	Beginning of the meeting	1:30 p.m.
Mr WONG Wai-yin, Zachary	Beginning of the meeting	End of the meeting
Mr YIU Kwok-wai	Beginning of the meeting	End of the meeting
Mr YOUNG Ka-on	Beginning of the meeting	End of the meeting

Co-opted	Ms YUEN Man-yee	Beginning of the meeting	End of the meeting
Members	: Mr CHAN Tin-yam	Beginning of the meeting	1:30 p.m.
	Mr CHEUNG Wai-sum	Beginning of the meeting	3:15 p.m.
	Mr CHUI Kwan-siu	Beginning of the meeting	3:20 p.m.
	Mr LAM Ting-wai	Beginning of the meeting	End of the meeting
	Mr LI Kai-lap, Riben	10:55 a.m.	1:25 p.m.
	Mr NG Ka-leung	Beginning of the meeting	1:00 a.m.
	Mr TANG Kam-fai	Beginning of the meeting	12:20 p.m.
	Mr TANG Wing-ming, Jim	Beginning of the meeting	End of the meeting

Secretary	: Miss Cherry NG	Executive Officer (District Council)2, Yuen Long District Office	
	Miss WONG Chung-wai, Leah	Executive Officer (District Council)2, Yuen Long District Office (Designate)	

In Attendance

Miss POON Wai-yi, Joanna	Assistant District Officer (Yuen Long)2
Ms TAM Lok-yan, Carol	Senior Transport Officer/Yuen Long 1, Transport Department
Mr LEUNG Ka-lok, Kelvin	Senior Transport Officer/Yuen Long 2, Transport Department
Mr CHAN Ting-hong, Terence	Engineer/Infrastructure Projects, Transport Department
Mr LI Hok-lai, Matthew	Engineer/Yuen Long East, Transport Department
Mr MAN Ka-ho, Wilson	Engineer/Yuen Long West, Transport Department
Mr AU Man-yu, Derek	Engineer/Yuen Long Central, Transport Department
Mr CHAN Veng-sang	District Engineer/Yuen Long East, Highways Department
Mr LI Yuk-tsz	Engineer/16 (West), Civil Engineering and Development Department
Mr LEUNG Tsz-kin	Hong Kong Police force Yuen Long Division – Yuen Long district Operation Officer
Mr WONG Sai-ho	District Traffic Team (Yuen Long), Hong Kong Police Force
Ms POON Wai-yuen	Housing Manager/YLG5, Housing Department
Mr NG Bing tong	Yuen Long District lands Office Administrative Assistance

Item 2 & 3(1)

Mr WONG Kwok-leung Senior Engineer/Transport Planning, Transport Department

Mr WONG Chak-kwan, Engineer/Transport Planning, Transport Department

Peter

Item 4(2)

Ms LAM Yuen MTR Corporation Assistant Public Relations Manager -
External Affairs

Item 4(3)

Mr LI Kwok-ho Land department Chief Land Executive/Lease
Enforcement (West 2)(Yuen Long Lands Office)

Item 5(1), 6(2)&(3)

Mr WAN Che-wing, Chief Structural Engineer/Kowloon and Rail, Buildings
Wilson Department

Mr LI Kwok-leung Senior Structural Engineer/Rail 1, Buildings Department

Mr LAM Man-kwong Senior Engineer/Railways 2, Electrical & Mechanical
Services Department

Ms WONG Wing-yee MTR Corporation Railway protection engineer

Ms LAM Yuen MTR Corporation Assistant Public Relations Manager -
External Affairs

Absent

Mr CHAN Sze-ching (Absent due to other commitments)

Mr LAI Wai-hung (Absent due to other commitments)

Mr LUK Chung-hung, JP

Mr MAN Ping-nam, MH (Absent due to other commitments)

Mr TANG Cheuk-him (Absent due to other commitments)

Mr TANG Yung-yiu, Ronnie (Absent due to other commitments)

Ms KWOK Ching-yin (Absent due to other commitments)

Mr LUK Tsz-fung

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Opening Remarks

The Chairman welcomed Members and representatives of government departments to the 5th meeting of the Traffic and Transport Committee (T&TC) under the Yuen Long District Council (YLDC) in 2018. He especially welcomed Miss POON Wai-yi, Joanna, Assistant District Officer (Yuen Long)2 to the meeting in the place of MAK Ka-ying, Carren who had been transferred. Miss POON Wai-yi, Joanna said that as Super Typhoon Mangkhut was about to wreak havoc Hong Kong, Yuen Long District Office (YLDO) was taking urgent handling measures. It had earlier written to the owners' corporations and rural representatives to remind them of the preventive measures to be taken during the typhoon. Meanwhile, it was also actively coordinating inter-departmental emergency response work. She hoped that Members would maintain close contact with YLDO to take corresponding measures according to the changing storm conditions.

Item 1 : Confirmation of the minutes of the fourth meeting and the first special meeting of Traffic and Transport Committee (T&TC) in 2018

2 · The minutes of the fourth meeting and the first special meeting were confirmed by Members unanimously.

Item 2 : Code of Practice for Automated Dockless Bicycle Rental Services (T&TC Paper No. 55/2018)

Item 3 : Questions raised by Members:

(1) Mr TO Ka-lun, Mr WONG Wai-yin, Zachary, Ms CHAN Mei-lin, Mr MAK Ip-sing and the Hon KWONG Chun-yu proposed to discuss that public money should not be used to facilitate commercial operations

(T&TC Paper No. 56/2018)

3 · As the contents of the above two agenda items were similar, the Chairman suggested merging and discussing them together.

4 · The Chairman welcomed the following persons to the meeting:

Transport Department (TD)

Senior Engineer/Transport Planning

Mr WONG Kwok-leung

Engineer/Transport Planning

Mr WONG Chak-kwan, Peter

5 · Mr WONG Kwok-leung briefly introduced the above paper.

Members' views on the issue were summarised as follows:

- (1) It was opined that the Code of Practice for Automated Dockless Bicycle Rental Services (CoP) was a voluntary code, which had no binding force, and hence the government was urged to implement legislation to regulate the trade, set up a licensing mechanism and establish detailed penalties;
- (2) It was reflected that the present bicycle supporting facilities were seriously inadequate. The sudden surge of a large number of automated dockless bicycles had worsened the situation of illegal parking in cycle tracks, pedestrian paths and traffic lanes, posing danger to the public. There was also concern about the need to clear the illegally parked bicycles might increase the workload of Food and Environmental Hygiene Department (FEHD) and YLDO, dissatisfying the need to use public money and resources to deal with the problem. In view of the nuisance caused to the district, Members requested to limit the number of automated dockless bicycles, and pointed out that the first item "Operators should not deploy any bicycle at Metro area" in the CoP was not clear, which should be revised as "Operators must not deploy any bicycle at Metro area". Members also opposed using the word "dockless" to avoid encouraging people to park bicycles everywhere at will;
- (3) It was pointed out that when irresponsible operators went bankrupt or withdrew from the Hong Kong market, users who had paid their deposit could not receive the deserved services;
- (4) It was pointed out that most of the six major operators came from overseas, thereby indirectly eliminating the business opportunities for local operators. Therefore, the government was requested to support the participation of local bicycle operators;
- (5) It was requested to set up designated bicycle parking places and operators were required to apply to the Lands Department (LandsD) and pay the rent or operators should set up an underground parking system, i.e. docking. Also, reference could be made to the practice of London with picking up and parking of bicycles at designated places, and the number of licences issued lied in with the number of bicycle parking spaces;
- (6) It was questioned about the Transport Department (TD) using cities such as Sydney and Edinburgh as references because other countries that had not been mentioned such as Japan and Singapore had already passed legislation to levy and impose penalties on parking spaces;

- (7) A Member hoped to use the Summary Offences Ordinance (Cap. 228) to deal with illegal parking of bicycles as soon as possible in Yuen Long District. It was noted that TD was conducting consultation to apply this ordinance in Yuen Long District in the first quarter of 2019. As the process took time, it was understood that the CoP was meant to fill the vacuum period;
- (8) A Member said that even applying the Summary Offences Ordinance, it could not solve all problems. Although the ordinance was targeted at serious obstruction constituted at main passages, the chaotic parking situation of automated dockless bicycles did not necessarily happen at main passages. While applying this ordinance, it was hoped that TD would speed up handling the problem of automated dockless bicycles at the same time;
- (9) A Member requested to clear away the bicycles in Yuen Long District, same as other districts in Hong Kong that bicycles could not be deployed in Yuen Long District so as to avoid aggravating road congestion in Yuen Long District;
- (10) Members indicated a wait-and-see attitude towards the CoP, pointing out that it was not a solution to solve the problem in the long-term. It was proposed that the government should consider establishing an innovative bicycle management system, such as following the example of bicycle registration measures of other countries, so that bicycle owners could be made accountable;
- (11) It was hoped that TD should coordinate with other law enforcement departments to implement the Road Traffic (Parking) Regulations (Cap. 374, Section 12) to regulate automated dockless bicycles as soon as possible in Yuen Long District, such that it would be an offence if the bicycle was not parked at a designated place and the operator concerned would be prosecuted;
- (12) It was said that the newly implemented Yuen Long pilot scheme was clearing the abandoned bicycles to optimize the district environment. However, the emergence of automated dockless bicycles had deteriorated the situation. Therefore, it was hoped that the government would suspend the rental business of automated dockless bicycles and to allow the operation to continue until the legislation was passed;
- (13) With regard to bicycle related facilities, Members said that the yellow plastic collapsible bollards were not practical, and the plastic bollards had no cover and were placed with garbage, which posed a community health hazard. The TD was requested to face up the issue and make improvements;

- (14) As regards third-party insurance, it was pointed out that bicycle as a means of transport should be covered by insurance in the event of an accident, but it was not mentioned in the consultation document of TD. According to the understanding of Members, only one operator had purchased third party insurance. Members therefore requested to legislate to regulate the automated dockless bicycle rental business, such as limiting the age of users and the requirement to wear the helmet; and
- (15) A Member urged to refer to Beijing's approach, using virtual reality and positioning system to find the designated bicycle parking locations with mobile applications. On the other hand, operators were also required to pay rent to LandsD, ensuring that there were no obstructions while the quantity of bicycles could be controlled. Members said that they had written to the Chief Executive, the Secretary for Transport and Housing, and the Commissioner for Transport, but had not received any reply.

7 · Mr WONG Kwok-leung gave a consolidated reply as follows:

- (1) TD was following up with relevant departments to deal with illegal bicycles applying the Summary Offences Ordinance;
- (2) It was explained that the department had plans to increase resources to tackle illegal parking of bicycles in different ways. It was understood the Members had different opinions, including the requirement to pay deposits before operation, establishment of licences and legislative regulation. It was clarified that the department was open-minded on the proposals to regulate automated dockless bicycle rental services. However, under the existing mechanism, the introduction of the CoP could deal with the relevant issues in a timely manner, without the legislative process. It was pointed out that if relying on the CoP proved to be ineffective in the future, legislation or other regulating measures would be considered, for example, the approach of the Road Traffic (Parking) Regulations. Relevant departments would be consulted for legal advice in order to make appropriate amendments to the ordinance;
- (3) In respect of the operators withdrawing from the market irresponsibly after taking the deposits, it was pointed out that relevant law enforcement departments were following up the matter, including applying the Trade Descriptions Ordinance, hence details could not be disclosed; and
- (4) In respect of designated bicycle parking places, the department would follow up the issue again.

8 · Mr CHAM Ka-hung, Daniel, BBS, MH, JP, Mr LEE Yuet-man, MH and Mr MAN Kwong-ming proposed the following motion. Mr LEUNG Fuk-yuen, Mr CHEUNG Muk-lam, Mr CHOW Wing-kan, Mr KWOK Keung, MH, Ms CHAN Mei-lin, Ms YUEN Man-ye, Mr LEUNG Ming-kin, Mr SIU Long-ming, MH, Ms WONG Wai-ling, Mr YIU Kwok-wai, Mr LAU Kwai-yung, Ms CHIU Sau-han, MH and Ms MA Shuk-yin seconded the motion:

“The Traffic and Transport Committee strongly reprimanded that the Transport Department refused to take enforcement measures to solve the situation of occupying and obstructing the roads by and chaotic parking of shared bicycles, and deeply regretted that the Transport Department only introduced the Code of Practice for Automated Dockless Bicycle Rental Services which had completely no legal effect and imposed no penalty.”

9 · Members voted on the above-mentioned motion by raising their hands and having their names recorded. Mr MAK Ip-sing, Mr CHAM Ka-hung, Daniel, BBS, MH, JP, Mr CHEUNG Muk-lam, Ms CHIU Sau-han, MH, Mr CHOW Wing-kan, Mr KWOK Keung, MH, Mr KWOK Hing-ping, The Hon KWONG Chun-yu, Mr LEE Yuet-man, MH, Mr LEUNG Fuk-yuen, Ms MA Shuk-yin, Ms WONG Wai-ling, Mr MAN Kwong-ming, Mr SHUM Ho-kit, JP, Mr SIU Long-ming, Mr TANG Cheuk-yin, Mr TANG Hing-ip, BBS, Mr TANG Ka-leung, Mr TO Ka-lun, Mr WONG Wai-shun, MH, Mr LAU Kwai-yung, Mr YIU Kwok-wai, Ms CHAN Mei-lin, Mr YOUNG Ka-on, Ms YUEN Man-ye, Mr LEUNG Ming-kin, Mr WONG Wai-yin, Zachary, Mr CHAN Tin-yam, Mr CHEUNG Wai-sum, Mr CHUI Kwan-siu, Mr LAM Ting-wai, Mr LI Kai-lap, Riben, Mr NG Ka-leung, Mr TANG Kam-fai and Mr TANG Wing-ming, Jim voted for the above-mentioned motion.

10 · The Chairman concluded that there were 35 votes for, 0 votes against and 0 abstentions. The motion was passed by an absolute majority.

11 · The Chairman concluded that all Members objected the CoP, because without legislative support, its binding effect and regulatory role were questioned. The government was urged to introduce regulative ordinance and set penalties. The TD was requested to introduce the Summary Offences Ordinance as soon as possible to deal with the problems that were currently derived from automated dockless bicycles.

(Post-meeting notes: The Secretariat had sent a letter to TD on 20 September 2018 to reflect the views of Members, and the reply was forwarded to Members on 11 October 2018 for reference.)

Item 4 : The follow-up matters of the working groups under T&TC

(1) Working Group on Bus Service

(T&TC Paper No. 57/2018)

12 · The Chairman of the Working Group on Bus Service (Working Group) briefly introduced the paper.

13 · Ms TAM Lok-yan, Carol gave a consolidated reply as follows:

- (1) Regarding Members' comments that passengers had difficulties in boarding the buses at the second last bus stop, TD had been conducting on-the-spot inspections from time to time to understand the passenger demand. In particular, it would pay attention to those bus routes with a large number of passengers. If the passenger volume reached the indicators for adjusting the service frequency, TD would request the bus companies to consider increasing resources and improving the service frequency. At the same time, adding short-distance services to those bus routes that passengers had difficulty to board at en-route stops would be considered in order to solve the problem in a targeted manner;
- (2) It was reiterated that section fare for Route No. 68X and 268X was one of the fare concessions offered by the bus companies. TD had always encouraged the bus companies to provide different fare concessions when the operation conditions allowed in order to reduce the overall transport costs of passengers. TD would reflect the opinions to the bus companies again and would report the situation to Members in due course; and
- (3) Regarding the introduction of franchised bus service to the rural areas, it was reiterated that bus road tests had been conducted at Tong Yan San Tsuen. The feasibility of road improvement measures was being studied with a view to providing bus operation in the future.

14 · Mr LEUNG Ka-lok, Kelvin said that with regard to splitting Route No. B1, the department had provided a circulation document through the T&TC in August aiming at collecting comments from Members. The department also noted that Members hoped to discuss the issue again at the meeting of the Working Group to be held on 21 September 2018. The department and the bus company would respond by that time.

15 · The Chairman concluded that there had been many discussions on Route No. B1 and urged detailed follow-up at the meeting of the Working Group. In other aspects, the decision of the bus company might be subject to the regulations of TD, so it was hoped that TD and the bus company would communicate and reach a consensus to deal with relevant livelihood issues in a mutual accommodating manner.

**(2) Working Group on Mass Transit Services
(T&TC Paper No. 58/2018)**

16 · The Chairman of the Working Group on Mass Transit Services (Working Group) briefly introduced the paper.

17 · Members' views were summarised as follows:

- (1) With regards minibus Route No. 39 that served Shap Pat Heung South, as there were many passenger sources, it was reflected that the waiting time at the minibus terminus at Fung Cheung Road was long and it was hoped to follow up the installation of a cover at the minibus terminus. It was pointed out that if the minibus service frequency was not improved, there would be the need to introduce a franchised bus special route to serve the rural areas. TD was urged to set a timetable to address the needs of the residents; and
- (2) With regard to the alternative transport service after the cancellation of resident coach service, there were several discussions, but no formal reply was received from TD. TD was urged to respond as soon as possible on the resumption of resident coach service.

18 · Ms TAM Lok-yan, Carol gave a consolidated reply as follows:

- (1) Regarding Members' comments on the service of green minibus (GMBs) Route No. 39, TD had been paying attention to its service level and actively encouraged the minibus operator to consider switching to 19-seat minibuses when replacing the vehicles so as to increase the passenger capacity and help reduce the difficulty of passengers boarding the minibuses; and
- (2) In respect of resident coach service, it was pointed out that after the implementation of service adjustment of KMB Route 68F, TD would review the overall traffic demand of

Yuen Long South. By that time, the proposal to resume the whole day operation of resident coaches would be considered together and would report to the DC in due course.

19 · Mr LEUNG Ka-lok, Kelvin gave a consolidated reply as follows:

- (1) In respect of Light Rail and MTR feeder bus service, the department understood Members' views and would closely follow up with MTRCL and report in due course; and
- (2) Regarding the shortage of drivers for public light buses (PLBs), it was supplemented that to tackle the issue of manpower shortage in the trade, in addition to raising the seat limit in minibuses, the government had contacted organisations that served discharged ex-offenders and ethnic minority. The government also informed the PLB trade of the recruitment channels to encourage GMB operators to hire them. At the same time, the PLB trade was encouraged to register with the Corrections Services Department as caring employers to hire discharged ex-offenders. Meanwhile, the department had set guidelines on working hours for minibus drivers to improve their working conditions. The government also coordinated with the Labour Department to facilitate the participation of PLB operators in the job fairs organised by the Labour Department to attract newcomers to join as minibuses drivers. The above measures reflected the government's efforts to follow up and improve the situation.

20 · The Chairman concluded that Members had discussed on resident coach service in many occasions and were dissatisfied that the existing bus and minibus routes were inadequate to meet the needs of residents, and therefore strongly urged to resume the resident coach service.

3) Working Group on Traffic and Pedestrian Congestion in Yuen Long (T&TC Paper No. 59/2018)

21 · The Chairman welcomed the following persons to the meeting:

Lands Department

Chief Land Executive/Lease Enforcement (west 2)(Yuen Long Lands Office) Mr LI Kwok-ho

22 · The Chairman of the Working Group on Traffic and Pedestrian Congestion in Yuen Long (Working Group) briefly introduced the paper.

23 · Members' views were summarised as follows:

- (1) Regarding the land lease of Main Road, according to the understanding of Members, the space under the canopy occupied by the shop was a private land, but the occupied space exceeded the total floor area approved by the Buildings Department (BD). Therefore, it was suggested that YLDLO and BD carry out land control actions in the direction of breaching approved plan;
- (2) With regard to the congestion at Pok Oi Interchange, as the population of Yuen Long was increasing, if Yuen Long Highway is not widened or new roads are built, the number of vehicles would only increase in the next five years. TD was urged to explore a long-term solution to the problem of insufficient roads;
- (3) Members were dissatisfied that the works for the proposed road at Park Signature travelling straight to Shap Pat Heung Road took too long that short-term relief could not be achieved, hence proposed to build a permanent road connection;
- (4) It was enquired about the short-term improvement measures for the traffic congestion at Shap Pat Heung Interchange. As the road at Yuen Long heading to the direction of Tai Lam Tunnel would be converged from three lanes into two lanes, and the medium and large-sized vehicles travelling in the middle lane were waiting to turn into Shap Pat Heung Interchange, congestion would occur in the middle lane, resulting that the medium and large-sized vehicles needed to stop abruptly and traffic accidents would occur easily; and
- (5) It was expressed that the works at Shap Pat Heung Interchange should be carried out in parallel with the consultation, and TD was urged to implement the spiral interchange proposal proposed earlier. In addition, it was reflected that the damage of road markings at Shap Pat Heung Interchange led to vehicle congestion, hoping that HyD would follow up. It was also proposed to build a new road linking Tai Kei Leng Road and Shap Pat Heung Interchange to improve traffic congestion.

24 · Mr AU Man-yu, Derek gave a consolidated reply as follows:

- (1) Regarding the congestion at Shap Pat Heung Interchange, the department reiterated that the timing of traffic lights at the junction of Tai Kei Leng Road and Shap Pat Heung Road had been adjusted and the situation had improved. The department would continue to closely monitor the situation at peak hours;

- (2) In respect of the road markings at Shap Pat Heung Interchange, the department said that it would report on the matter at the next meeting of the Working Group; and
- (3) Regarding the short-term improvement measures for vehicle congestion at Shap Pat Heung Interchange, the department would contact and follow up with Members.

25 · Mr CHAN Veng-sang said that with regard to the proposed road at Park Signature going straight to Shap Pat Heung Road, the project had entered the design stage. Knowing the concerns of Members, the department would try the best to shorten the construction period and would report the work progress at the next meeting of the Working Group.

26 · Mr NG Bing-tong said that in respect of the case of illegal occupation of government land by the floor platform of the shop concerned at Main Road, the department had taken enforcement action and dismantled the floor platform concerned pursuant to the Land (Miscellaneous Provisions) Ordinance. In the private lands of the other shops, the department did not find violation of the land lease provisions. In general, illegal structures in private buildings were handled by BD.

27 · The Chairman concluded that as the works for the proposed road at Park Signature going straight to Shap Pat Heung Road took too long, HyD was urged to resolve the matter as early as possible and to consider constructing a permanent road from Lam Hi Road to Shap Pat Heung Road in the long term. Meanwhile, it was suggested that TD and HyD consider opening one more lane at Shap Pat Heung Interchange to improve traffic congestion.

Item 5 : Matter arising:

(1) Mr LEE Yuet-man, MH requested a follow-up on the subsidence scandal at Light Rail Tin Wing Station

(T&TC Paper No. 60/2018)

Item 6 : Questions raised by Members (cont'd):

(2) Mr WONG Wai-shun, MH, Mr WONG Cheuk-kin and Ms KWOK Ching-yin requested a special meeting for urgent discussion of subsidence of viaduct piers at Yuen Long Light Rail Terminus

(T&TC Paper No. 61/2018)

(3) Mr SHUM Ho-kit, JP, Mr LEUNG Fuk-yuen, Ms YUEN Man-yee and Mr LEUNG Ming-kin requested all details on subsidence at Yuen Long Light Rail Station and corresponding plans be disclosed

(T&TC Paper No. 62/2018)

28 · As the contents of the above three agenda items were similar, the Chairman suggested merging and discussing them together.

29 · The Chairman welcomed the following persons to the meeting:

Buildings Department (BD)

Chief Structural Engineer/Kowloon and Rail	Mr WAN Che-wing, Wilson
Senior Structural Engineer/Rail 1	Mr LI Kwok-leung

Electrical & Mechanical Services Department (EMSD)

Senior Engineer/Railways 2	Mr LAM Man-kwong
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MTR Corporation Limited (MTRCL)

Railway protection engineer	Ms WONG Wing-yee
Assistant Public Relations Manager - External Affairs	Ms LAM Yuen

30 · Members' views were summarised as follows:

- (1) Members requested BD to explain the reasons for changing the acceptable upper limit of the extent of settlement at the platform of Light Rail Tin Wing Station from 20 mm to 80 mm, and requested to restore the settlement pre-set limit for works suspension to 20 mm;
- (2) Members requested to conduct thorough investigation and look into the criminal and civil responsibility of officials' dereliction of duty;
- (3) Members requested to commission an independent agency to re-examine the structural safety of the housing estates near Tin Wing Station;
- (4) Members requested to widely set up settlement monitoring points within 200 metres of the site near Tin Wing Station, including Lynwood Court, Maywood Court, Kenswood Court and adjacent primary and secondary schools, and to announce the relevant data in a timely manner so as to reduce residents' worries;
- (5) Members pointed out that settlement incidents occurred one after another, causing residents' concern, and requested the government and MTRCL to be open and honest to establish a periodic notification mechanism regarding the settlement with the DC

and do a good job in supervising the construction works at the site;

- (6) Members pointed out that the authorities had not explained the reasons for the settlement of a section of the track and overhead power cables at Yuen Long Light Rail Terminus. If the settlement was caused by the impact of the piling and excavation works at the construction site adjacent to Light Rail Yuen Long Station, MTRCL should claim for responsibility from the developer of the construction project and the government should also send staff to step up inspections of the buildings in the vicinity of the construction works;
- (7) Members pointed out that there were several schools adjacent to the site of the private property development project above Tin Wing Station and urged the department to strengthen communication with Shap Pat Heung Rural Committee Kung Yik She Secondary School and Shap Pat Heung Rural Committee Kung Yik She Primary School;
- (8) Members pointed out that if the construction works of a private developer affected the safety of the railway, MTRCL would stop the works. However, if the railway works being carried out by MTRCL affected the structural safety of the nearby buildings and nearby environment, MTRCL would continue the works;
- (9) It was suggested that the government and MTRCL submit a report on MTR project incidents to the DC every quarter to let Members know about the situation;
- (10) Members requested to increase the number of monitoring points and expand the monitoring to cover nearby housing estates and to report the relevant data to the DC;
- (11) It was opined that the government and MTRCL should take the initiative to disclose more details to the public in order to avoid public panic and maintain communication with the DC;
- (12) It was opined that if any construction works affected nearby residential buildings, reasonable compensation should be made to the affected residents;
- (13) Members pointed out that the reasons for various settlement were not explained, and requested the authorities to announce the reasons for the settlement and take appropriate measures to ensure the structural safety of the railway and buildings;
- (14) It was enquired whether the settlement at the present rail tracks of West Rail Yuen Long Station, Light Rail Tin Wing Station and Light Rail Yuen Long Station would

affect the safety of the running trains;

- (15) It was pointed out that it was impossible for the platform settlement at Tin Wing Station to have no impact on tracks, and worried that settlement would continue to threaten the safety of the running trains;
- (16) It was pointed out that the construction works of the private property development project above Yuen Long Light Rail Station had caused damage to the structures of nearby buildings, including Sun Yuen Long Centre. BD was requested to assist the owners of Sun Yuen Long Centre to claim for compensation from the contractors of the private development project. It was also requested that the owners' incorporations of the nearby housing estates be consulted before resuming any piling works.

31 · With regards the impact of piling works in the private development project at Light Rail Tin Wing Station and West Rail Yuen Long Station on the nearby railway facilities and building structures, Mr WAN Che-wing, Wilson gave a consolidated reply as follows:

- (1) In general, it was not uncommon for foundation works, including piling and excavation works, to cause settlement in nearby structures, and the causes of settlement were affected by different factors, including work process of piling, piling method, geology, groundwater, and so on. Different types of piles would be used in different construction sites;
- (2) The registered structural engineer responsible for the construction works must submit the piling drawings to BD, which must contain a set of required details for monitoring the piling works on the nearby buildings and public facilities, including setting up monitoring points at the relevant locations, monitoring the settlement record of the monitoring points, establishing acceptable limits for ground settlement and the contingency measures to be taken;
- (3) BD would consult the Geotechnical Engineering Office under the Civil Engineering and Development Department on the relevant drawings to advise on geotechnical related design and supervision. If the drawings involved works within the railway protection areas, BD would also consult MTRCL for advice on the safety aspects of railway operations;
- (4) BD would review the drawings and confirm that the works would not affect the structural safety of nearby buildings or structures before the drawings were approved;

- (5) Before commencing the construction works, the contractor must submit a public relations plan containing information on the construction project and the contact hotline, and notify the nearby residents;
- (6) The contractor must survey the area within 50 metres of the construction site before commencing the construction and record the conditions of the external walls and facilities of the nearby buildings with photos for future reference;
- (7) At present, the extent of settlement of No. 7 Platform at Light Rail Tin Wing Station was maintained at 90 mm. After evaluation, BD considered that the structure of the platform was at a safe level. Meanwhile, after checking the data, EMSD and MTRCL also evaluated that the railway operation at that location was at a safe level;
- (8) At present, there were a total of 228 settlement monitoring points on the rail tracks and overhead power cables of Light Rail Yuen Long Station. The latest recorded maximum extent of settlements were 5 mm and 4 mm respectively;
- (9) Except for the pavement near the platform of Light Rail Tin Wing Station, the maximum settlement reading of the monitoring points on the pavement beside the sites at Tin Yan Road, Tin Wing Road and Tin Shing Road had been maintained at a level not exceeding 10 mm. As the public facilities such as housing estates and schools in the vicinity of the development project were farther away from the above-mentioned settlement monitoring points and the existing construction site, the expected extent of settlement of these buildings or facilities would have lower settlement readings than those monitoring points;
- (10) The maximum settlement readings recorded at the pavement monitoring points around the development site of West Rail Yuen Long Station had been maintained at a level not exceeding 9 mm;
- (11) Under the new notification mechanism, during the construction period of the private development project, if the extent of settlement recorded by the monitoring points set up within the railway protection areas reached the pre-set limit for works suspension established by MTRCL or the government, or in other cases when MTRCL or the relevant department considered that the settlement might affect the safety of the railway facilities or railway operations that the construction works must be suspended, MTRCL, BD and EMSD would notify each other immediately. Within the next 48 hours, BD would complete the inspection of the affected railway facilities to confirm its structural safety, and EMSD would also complete the review of the rail monitoring

data submitted by MTRCL to ensure the safety of the railway operation. BD and EMSD would immediately issue a joint announcement to report the situation to the public;

- (12) During the works suspension, BD, EMSD and MTRCL would continue to closely monitor the situation to ensure the safety of the railway facilities and railway operations. BD would also work with MTRCL to request the registered building professionals responsible for private construction projects to formulate measures to mitigate the impact on the structure of railway facilities. EMSD would also make sure that MTRCL had stringent monitoring measures to ensure the safety of railway operations;
- (13) If an application to resume works was received, BD would continue to strictly approve the application to ensure the structural safety of the railway facilities, including consulting EMSD, other relevant government departments and MTRCL according to the established mechanism. If the application to resume works was accepted, BD and EMSD would announce the decision to the public within 48 hours according to the notification mechanism;
- (14) If the existing platform of Light Rail Tin Wing Station that had settled 90 mm was raised to at least 20 mm of settlement, it might adversely affect the safety of the platform structure; and
- (15) The closer the buildings were to the site, the more likely high extent of settlement would occur due to piling and other causes, and vice versa. BD would reflect the views of Members on increasing the number of settlement monitoring points to the registered structural engineer responsible for superstructure construction work at Light Rail Tin Wing Station.

32 · Regarding whether the structure of Sun Yuen Long Centre had been damaged, Mr LI Kwok-leung gave a consolidated reply as follows:

- (1) According to the monitoring points data, the extent of settlement recorded by the monitoring points installed at the external wall of Sun Yuen Long Centre facing the site was 2 to 3 mm, indicating that the impact of the nearby construction works to the housing estate was small;
- (2) BD had sent staff to Sun Yuen Long Centre on 25 August for an inspection together with representatives of the owners' corporation and property management office of

Sun Yuen Long Centre. It was found that there were cracks on the surface of the floor tiles at the platform, but the phenomenon did not involve structural safety of the building. The inspection personnel had made enquiries with the staff of the property management office and noted that similar conditions had not occurred in other parts of the housing estate, while most of the cracks had appeared before the commencement of nearby construction works; and

- (3) BD had requested the registered structural engineers and contractors of the development project to strengthen their communication with the public.

33 · Mr LAM Man-kwong gave a consolidated reply as follows:

- (1) EMSD was responsible for regulating and monitoring the operational safety of the railway and would continue to inspect and review the maintenance work related to MTR and railway operation safety in accordance with the regular mechanism to ensure the safety of railway operation;
- (2) EMSD had reviewed the track monitoring data relevant to MTRCL. It was confirmed that track condition and the parameters of relative height and distance of the rail tracks, platforms and overhead power cables Light Rail Tin Wing Station and Light Rail Yuen Long Station met the safety standard. In addition, safety of railway operation was not affected by nearby works;
- (3) EMSD would continue to closely monitor the situation at Light Rail Tin Wing Station and Light Rail Yuen Long Station to ensure that MTRCL had stringent monitoring measures to effectively monitor that road section, ensuring that the railway conditions met the safety standards; and
- (4) EMSD would review the data obtained from the monitoring by MTRCL to determine whether the railway conditions met international safety standards, such as the high-low level and left-right shifting of the tracks and whether the relative height and distance of the rail tracks, platforms and overhead power cables exceeded the acceptable level. The existing rail tracks at West Rail Yuen Long Station, Light Rail Tin Wing Station and Light Rail Yuen Long Station all met the standards, and there was no need for the trains to slow down when running on these track sections.

34 · Ms LAM Yuen gave a consolidated reply as follows:

- (1) It was pointed out that safety is the first priority of MTR operations which MTRCL would never compromise. MTRCL ensures the safety of railway facilities and operations through a rigorous and internationally recognized railway infrastructure and asset maintenance system, as well as a railway protection mechanism implemented in accordance with relevant regulations;
- (2) MTRCL had been conducting regular inspections, repairs and maintenance of railway facilities in accordance with stringent railway infrastructure and asset maintenance and repair systems, regardless whether there were construction works of private development projects within the railway protection areas;
- (3) In general, private development projects within 30 metres of the railway facilities would fall within the scope of railway protection areas. MTRCL have a set of stringent railway protection measures implemented according to the relevant ordinances to ensure the structural and operational safety of the railway facilities;
- (4) At present, preventive reinforcement works to the viaduct piers at Yuen Long Station of the West Rail Line were undergoing, which MTRCL had been monitoring;
- (5) With regard to Light Rail Tin Wing Station, MTRCL and relevant government departments were reviewing the proposals of settlement mitigation measures and stabilizing works submitted by the developer's registered building professionals;
- (6) Regardless Tin Wing Station or other railway protection areas, MTRCL would step up monitoring even if the extent of settlement of the railway facilities did not reach the pre-set limit for works suspension, and the developer's registered building professionals were requested to take appropriate measures in response to the circumstances;
- (7) MTRCL would follow the announcement mechanism announced by the government on 6 August 2018 regarding the impact of private construction projects within the railway protection areas on the structural or operational safety of railway facilities, and would continue to communicate and maintain close liaison with the DC;
- (8) In the past, MTRCL had successfully built many underground railway projects in the vicinity of developed areas, and handled settlement safely and properly. It would continue to ensure the safety of the railway and the public when launching railway projects in the future;
- (9) At present, all MTR trains and Light Rail trains were not required to run slowly because of the settlement; and

- (10) It was pointed out that on 16 August 2018, due to equipment failure of the overhead power cables near Light Rail Tin Wing Station, the service of Light Rail Route 706 and 751 was affected, which had no connection with the settlement at Tin Wing Station.

35 · Mr SHUM Ho-kit, JP and Mr LEE Yuet-man, MH proposed the following motion. Mr CHAM Ka-hung, Daniel, BBS, MH, JP, Ms YUEN Man-ye, Mr LEUNG Fuk-yuen, Mr CHOW Wing-kan, Mr KWOK Keung, MH, Ms WONG Wai-ling, Ms CHIU Sau-han, MH, Mr LEUNG Ming-kin, Mr LUI Kin, MH and Mr MAK Ip-sing seconded the motion:

“The Traffic and Transport Committee was extremely dissatisfied with the fact that settlement repeatedly occurred in the railways operated by MTR Corporation Limited whereas the Yuen Long District Council was not informed immediately. The Traffic and Transport Committee strongly requested the government departments to strengthen supervision to ensure that the settlement problem at Light Rail Yuen Long Station would not deteriorate, and to restore the settlement pre-set limit for works suspension at Tin Wing Station to 20mm in order to protect the safety of the public and further improve the notification mechanism.”

36 · Members voted on the above-mentioned motion by raising their hands and having their names recorded. Mr MAK Ip-sing, Mr CHAM Ka-hung, Daniel, BBS, MH, JP, Ms CHIU Sau-han, MH, Mr CHOW Wing-kan, Mr KWOK Keung, MH, The Hon KWONG Chun-yu, Mr LEE Yuet-man, MH, Mr LEUNG Fuk-yuen, Mr LUI Kin, MH, Ms MA Shuk-yin, Ms WONG Wai-ling, Mr MAN Kwong-ming, Mr SHUM Ho-kit, JP, Mr SIU Long-ming, Mr TO Ka-lun, Mr YIU Kwok-wai, Ms CHAN Mei-lin, Ms YUEN Man-ye, Mr LEUNG Ming-kin, Mr WONG Wai-yin, Zachary, Mr CHEUNG Wai-sum, Mr CHUI Kwan-siu, Mr LAM Ting-wai and Mr TANG Wing-ming, Jim voted for the above-mentioned motion.

37 · The Chairman concluded that there were 24 votes for, 0 votes against and 0 abstentions. The motion was passed by an absolute majority.

38 · The Chairman suggested that in the event of similar incidents in the future, the authorities should use the same settlement pre-set limit for works suspension at 20 mm. Meanwhile, MTRCL and EMSD were requested to closely monitor the structural safety of the surrounding housing estates. If it was proved that the building structures were affected by the construction works, compensation should be made to the affected residents.

(Post-meeting notes: The Secretariat had sent a letter to BD, EMSD and MTRCL on 21 September 2018 to reflect the views of Members. The replies from BD and EMSD were forwarded to Members on 18 October 2018 for reference.)

Item 6 : Questions raised by Members (cont'd):

(4) Mr TANG Cheuk-him, Mr YIU Kwok-wai, Ms LAU Kwai-yung and the Hon LUK Chung-hung, JP requested the pedestrian green signal be lengthened to allow longer crossing time at Tin Sau Road (near One Sky Mall)

(T&TC Paper No. 63/2018)

39 · Members reflected that the waiting time was longer than the crossing time, leading to the situation that passengers did not follow the light signals. Although there was a pedestrian tunnel within 50 meters of the road, the tunnel was not convenient, so that pedestrians chose to cross the road or the Light Rail crossing illegally. The departments were urged to review the needs of the users and actively consider lengthening the pedestrian green signal time to ensure the safety of residents.

40 · Mr MAN Ka-ho, Wilson said that TD had reviewed the setting of that intersection and had adjusted the light signals setting at the crossing in early September. At present, pedestrians usually only needed to wait for 26 seconds for the green signal from 6 am to 11 pm, and the crossing time would last for 24 seconds. The department would continue to monitor the operation of the pedestrian crossing and welcome Members' opinions.

41 · The Chairman hoped that TD would contact the DC Members of that area to study rooms for improvement.

(5) Mr CHAM Ka-kung, Daniel, BBS, MH, JP requested the traffic light signals near Locwood Court at Tin Yiu Road, Tin Shui Wai be improved

(T&TC Paper No. 64/2018)

42 · Members opined that experimental black light-shielding partitions between two sets of traffic lights had been installed at the junction of Tin Yiu Road southbound and Tin Ho Road going straight and turning left to Tin Yiu Plaza, which could effectively avoid looking wrongly at the left and right side traffic signals. Therefore, it was suggested to install a black light-shielding partition between the two sets of traffic lights that were prone to light reflection so as to reduce confusion and avoid traffic accidents. It was hoped that TD would consider and propose improvement proposals.

43 · Mr MAN Ka-ho, Wilson gave a consolidated reply as follows:

- (1) With regard to the intersection of Tin Yiu Road/Tin Wu Road and the intersection of Tin Shui Road/Tin Shui Estate entrance/Chestwood Court entrance, both intersections involved unsynchronized starting and ending time of the green signal in some of the traffic directions;
- (2) The advantage of this type of intersection design was that it could improve the operation efficiency of the intersection, but the light signals were relatively more complicated to drivers. The department appealed to drivers to pay extra attention at these intersections and to follow the directions indicated by the light signals. Drivers should not drive forward when the red and yellow light signals light up simultaneously;
- (3) With regard to the intersection of Tin Yiu Road/Tin Wu Road, the department would consider adding a traffic light indicating the direction of right turn to further enhance the clarity of the light signals. The location for the installation would need to be further studied;
- (4) With regard to the intersection of Tin Shui Road/Tin Shui Estate entrance/Chestwood Court entrance, the directions of the traffic lights had been adjusted to avoid confusion to drivers. The current traffic lights setting was sufficient to provide clear light signals indication to drivers. The department had no plans to make further changes for the time being; and
- (5) With regard to the traffic lights partition at the intersection of Tin Yiu Road/Tin Ho Road, the partition was not currently of a standard design. The setting at the location was of an experimental nature and its effectiveness was yet to be examined.

44 · The Chairman hoped that TD would contact the DC Members of that area to study rooms for improvement.

(6) Ms LAU Kwai-yung, Mr TANG Cheuk-him, Mr YIU Kwok-wai and the Hon LUK Chung-hung, JP requested the transport services from Tin Shui Wai North to Tuen Mun be enhanced

(T&TC Paper No. 65/2018)

45 · Members' views on the issue were summarised as follows:

- (1) It was pointed out that residents of Tin Shui Wai North travelling to Tuen Mun could only use West Rail or Light Rail. This was not convenient for residents to travel and increased the load of the Light Rail. It was proposed that the department increase bus or other transport services at Tin Shui Wai North for residents travelling from Tin Shui Wai to Tuen Mun to resolve the transport difficulties at Tin Shui Wai North; and
- (2) It was hoped that bus Route No. A73 from Tin Shui Wai to Tuen Mun via Chi Lok Fa Yuen should be resumed, allowing residents to travel directly between the two places.

46 · Mr LEUNG Ka-lok, Kelvin said that TD encouraged citizens to use the Light Rail to travel between Tuen Mun and Tin Shui Wai, understood the views of Members regarding the inconvenience for residents who had to transfer to the Light Rail, and noted the proposal of Members to add transport services between Tin Shui Wai North and Tuen Mun.

47 · The Chairman concluded suggesting TD to consider adding Route No. A73 bus service to provide residents with another transport option other than MTR.

(7) Mr CHEUNG Muk-lam, Mr CHUI Kwan-siu and Mr CHEUNG Wai-sum requested discussion on providing whole day transport service between Hung Fuk Estate and Sheung Shui (T&TC Paper No. 66/2018)

48 · Members' views on the issue were summarised as follows:

- (1) It was reflected that at present only KMB Route No. 261P provided three special trips going between Hung Fuk Estate and Sheung Shui on weekdays morning, and only one return trip at 4:40 pm on weekdays. This arrangement was considered unreasonable and did not take into account the needs of those residents getting back home from work. There were only two trips departing from Hung Fuk Estate on holidays, which was insufficient to meet the needs. Residents who travelled to the North District outside the service time of KMB Route No. 261P needed to go to Yuen Long to transfer to the bus routes going to Sheung Shui. Therefore, it was hoped that the department conduct a site inspection to understand the transport needs of residents to Sheung Shui and provide whole day service for KMB Route No. 261P;

- (2) It was enquired about the reasons of the department for not relocating the bus terminus of KMB Route No. 276P from Tin Shui Wai Station to Hung Fuk Estate;
- (3) The reply from TD pointed out that outside the service time of KMB Route No. 261P, members of the public could take the Light Rail to Yuen Long town centre and then transfer to KMB Route No. 276P. However, Hung Fuk Estate was far away from the Light Rail station. Since the occupation of Hung Fuk Estate, with no adjustment to the service frequency of the Light Rail, the Light Rail had become overcrowded. It was requested to increase short-distance transport service between Hung Shui Kiu and Yuen Long to improve the internal traffic problems of Hung Shui Kiu, such as improving the difficulty in boarding the Light Rail;
- (4) TD mentioned that the current passenger load rate of KMB Route No. 261P in the morning and afternoon peak hours was about 70% and 50% respectively, reflecting that its services could generally meet passenger needs. Members questioned that the department had not conducted site inspections after the new school term. According to Members, at present there were about 200 people waiting for the buses every morning. When the buses travelling from Tuen Mun reached Hung Fuk Estate, the buses were already more than half full which could not meet the needs of residents;
- (5) In recent surveys conducted by resident organisations, 88% of the residents indicated that they needed to take KMB Route No. 261P between 7:00 am and 9:30 am. It was enquired about the department's data on the site inspection of residents' external and internal traffic needs;
- (6) It was hoped that the department would reorganise KMB Route No. 276P and 276. For Route No. 276P, it should change to depart from Hung Fuk Estate, going to Yuen Long via Ping Yan Court and Hang Mei Tsuen. As for Route No. 276, it should change to travel from Tin Fuk Road to Long Ping, as the reorganisation could reduce the route distance and have enough passengers;
- (7) It was suggested that the department let the bus companies tender for the future bus routes of Hung Shui Kiu so as to bring better services to the residents;
- (8) It was suggested that the Mutual Aid Committees apply for resident coach service to serve the residents; and
- (9) It was proposed that GMB Route No. 44 add special trips departing from Lam Tei to Sheung Shui via Hung Fuk Estate to alleviate the traffic problems of Hung Fuk Estate.

49 · Ms TAM Lok-yan, Carol gave a consolidated reply as follows:

- (1) The present service of KMB Route No. 261P could generally meet the passenger demand. However, TD had noticed that occupants began to move in in a new housing estate in Tuen Mun North, creating a certain demand for the service of Route No. 261P. Therefore, the department was reviewing the changes in passenger volume of that route, and would consider adjusting the bus routes of the relevant network to better meet the demand;
- (2) With regard to the proposed diversion and reorganisation of KMB Route No. 276P and 276, the proposal had been forwarded to the relevant colleagues of the Bus and Railway Branch responsible for bus route planning for consideration;
- (3) With regard to the short-distance service proposal for Hung Fuk Estate, after the cancellation of GMB Route No. 619, TD was planning to tender for the new minibus service and would report the progress to the Working Group on Mass Transit Services in due course;
- (4) Regarding the launching of GMBs running between Hung Fuk Estate and Sheung Shui, based on the role of public minibuses in the public transport service system as well as the population and actual situation of Hung Fuk Estate, TD believed that franchised buses could provide more efficient public transport services to and from Sheung Shui for residents of Hung Fuk Estate compared to GMBs; and
- (5) Resident representatives of Hung Fuk Estate were welcomed to provide opinions and data to the department for reference.

50 · The Chairman concluded by urging TD to communicate directly with KMB to add bus services to serve Hung Fuk Estate residents and to consider launching GMB service.

**(8) Mr WONG Wai-yin, Zachary, Mr MAK Ip-sing, Ms CHAN Mei-lin, Mr TO Ka-lun, the Hon KWONG Chun-yu and Mr LAM Ting-wai proposed to discuss improvement measures after the serious traffic incident at Tai Lam Interchange
(T&TC Paper No. 67/2018)**

51 · Members' views on the issue were summarised as follows:

- (1) Members questioned that the Road Safety Patrol of the Hong Kong Police Force had not responded positively;
- (2) It was suggested to add reverse yellow bar markings in the road section in front of the Toll Plaza and enhance the lighting brightness of the interchange to remind drivers of the need to slow down; and
- (3) It was suggested that container vehicles should be equipped with facilities to prevent the drivers from falling asleep. As the container vehicle drivers would mostly drive a long distance and were easy to doze off, it was hoped that the department would formulate relevant measures in advance.

52 · Mr WONG Sai-ho said that he had discussed with TD on measures to reduce deaths and casualties caused by traffic accidents. However, Tai Lam Interchange was under the management of TD and professional advice was required from TD.

53 · Mr LI Hok-lai, Matthew gave a consolidated reply as follows:

- (1) According to police investigations, the main cause of the fatal traffic accident near the Toll Plaza at Tai Lam Tunnel on the evening of 3 January this year was that the container vehicle driver was not driving intently. In the past five years, there were no traffic accident records of vehicles running onto pedestrian paths that caused casualties at the bus-bus interchanges of all tunnels in Hong Kong. The fatal accident concerned was an individual case;
- (2) The department had also inspected the bus-bus interchange near the Toll Plaza of Tai Lam Tunnel together with the bus companies and Route 3 (CPS) Company Limited. That bus-bus interchange was located at the bus bay next to the straight road with a speed limit of 50 km per hour. There was a refuge island with billboards or railings between the bus bay and the right outer main traffic lane, and there were crash barriers installed at the front and rear sections of the bus bay. According to the present operation of the bus stops and after reviewing the arrangements for the bus bay exit, the department planned to extend the refuge island by using the road space of part of the main traffic lane to optimize the driving vision of bus drivers;
- (3) The department planned to increase the reverse yellow bar markings in the road section in front of the Toll Plaza to enhance reminding drivers the need to decelerate before entering the relevant road section with a speed limit of 50 km per hour;

- (4) The tunnel company would remove some billboards located at the front position of the bus-bus interchange (to the direction of Yuen Long) to spare out more spaces for passengers to enter and exit the bus stops; and
- (5) The department would conduct further studies on the proposed installation of lighting systems and anti-sleeping devices for drivers.

54 · The Chairman urged TD to consider installing lighting systems and adding devices to prevent drivers from falling asleep.

(9) Mr WONG Wai-yin, Zachary, Mr MAK Ip-sing, Ms CHAN Mei-lin, Mr TO Ka-lun, the Hon KWONG Chun-yu and Mr LAM Ting-wai proposed to discuss the progress of four widening works projects

(T&TC Paper No. 68/2018)

55 · Members' views on issue were summarised as follows:

- (1) It was pointed out that many Light Rail stations were crowded which posed a danger to passenger safety, reflecting the urgency of widening the platform. The department was urged to face up to the problem;
- (2) The department was being criticized for not having carried out the Light Rail platform widening works for two years, such that the road widening works and other projects could not be carried out. It was suggested that if the Light Rail platform widening works could not be carried out, the department should launch the road widening works and other projects ahead; and
- (3) It was enquired about the reasons why the advance works for Tai Tong Road pavement widening works and Kuk Ting Street widening works were commenced at similar time, but that the project completion time for the two projects varied.

56 · Ms LAM Yuen gave a consolidated reply as follows:

- (1) In response to the continued high usage of the No. 1 Platform at Light Rail Tai Tong Road, MTR had planned large-scale refurbishment and widening works of the platform as early as 2016. MTRCL introduced the project at the T&TC meeting in

September 2016. Members generally supported it and hoped that the platform widening works would not affect the pavement widening works of Castle Peak Road - Yuen Long Section and Fook Hong Street to Kuk Ting Street;

- (2) MTRCL and relevant government departments confirmed that the two projects could proceed in conjunction with each other. In order to ensure that the Main Road had sufficient space for large vehicles to pass through during the construction period, the above-mentioned pavement widening works needed to be carried out after the completion of the platform widening works; and
- (3) In June 2017, MTRCL had started the application approval process for the land and railway station platform expansion plan and followed up with different government departments. MTRCL would meet the statutory requirements of the government departments in order to obtain the approval, start the tendering process and commence the project as soon as possible to facilitate passengers.

57 · Mr CHAN Veng-sang gave a consolidated reply as follows:

- (1) With regard to the pavement widening works of Castle Peak Road and the pavement widening works of Tai Tong Road, HyD had carried out preliminary planning work, including applying for the excavation permits for the works and preparing drawings for the proposed temporary traffic control measures. Considering the other scheduled works and the time required for discussing the detailed temporary traffic control measures with the Police and TD, it was expected that the projects would be completed in the third quarter of 2019;
- (2) The advance work had commenced on the widening works of Kuk Ting Street which was expected to be completed in the fourth quarter of 2018; and
- (3) Due to the prioritization in issuing Works Request Forms by TD, the department needed to arrange different minor works in sequence. The Works Request Forms for the widening works of Kuk Ting Street was received from TD in 2017, while the Works Request Forms for the widening works of Tai Tong Road was received in September this year, hence the time for arranging the two minor works was different.

58 · The Chairman concluded that regarding the widening works of Kuk Ting Street, he pointed out that Kuk Ting Street was a traffic black spot. As there was a large number of residents there, it was easy to have accidents when residents crossed the road. The departments were urged to carry out

construction procedures for the four widening works projects as soon as possible. If Members had further questions, they should follow up directly with the departments.

(10) Mr WONG Wai-yin, Zachary, Mr MAK Ip-sing, Ms CHAN Mei-lin, Mr TO Ka-lun, the Hon KWONG Chun-yu and Mr LAM Ting-wai proposed that a double-deck vehicular bridge be constructed

(T&TC Paper No. 69/2018)

59 · Members' views were summarised as follows:

- (1) It was opined that a double-deck vehicular bridge could effectively use land and increase the land usage. There were examples of double-deck vehicular bridge design in other parts of the world;
- (2) It was disagreed with the comments of HyD that there would be maintenance problems and partial closure was required during maintenance;
- (3) Another advantage was that it could reduce land resumption and was cost-effective. It was suggested to apply the double-deck vehicular bridge to Pok Oi Interchange. It was now a good time to start planning to cope with the population growth in the future;
- (4) It was enquired whether the department had conducted an investigation into the space for the relevant approach road or interchange for the vehicular bridge; and
- (5) It was suggested that the government conduct a feasibility study first to see if some areas such as new large development areas could line up with this proposal. It was agreed that the interchange required more space, but at the same time it could increase vehicle flow. It was opined that HyD had the responsibility to propose a proactive solution to solve future road problems.

60 · Mr AU Man-yu, Derek said that TD was responsible for planning and managing the roads. The proposal to build a double-deck vehicular bridge involved the design and construction of the vehicular bridge. As these aspects were related to road engineering, the relevant works departments would respond;

61 · Mr CHAN Veng-sang said that whether the vehicular bridge needs a double-deck design

depends mainly on whether there is enough space nearby to accommodate the relevant approach road or interchange. He said that a double-deck vehicular bridge was a long-term design, and it would be considered in the planning of new development zones by relevant departments in response to traffic needs to increase vehicle flow.

62 · The Chairman concluded that in addition to considering the construction of a double-deck vehicular bridge, HyD might also consider constructing an underground tunnel as short-distance transport facilities. While making infrastructure development, the government was urged to develop a comprehensive road network in conjunction with the rapid development of Yuen Long in the future.

(11) Mr YOUNG Ka-on requested the zebra crossing at Sha Kong Wai at Lau Fau Shan Road be relocated as soon as possible

(T&TC Paper No. 70/2018)

63 · Members opined that TD had properly handled the proposal for relocating the zebra crossing at Sha Kong Wai and hoped that HyD would commence works as soon as possible.

64 · Mr MAN Ka-ho, Wilson said that when conceiving the temporary traffic arrangements, he had discussed several times with HyD and its contractors on the temporary traffic diversion measures. A Works Request Form was issued to HyD in early September. The department would continue to coordinate the construction work of HyD and provide advice on traffic matters.

65 · Mr CHAN Veng-sang said that the Works Request Form issued by TD was received in early September, and the preliminary planning work would be started as soon as possible, including temporary traffic diversion measures.

66 · The Chairman concluded by urging HyD to let Members learn of the works schedule as soon as possible.

(12) Mr WONG Wai-shun, MH, Mr WONG Cheuk-kin and Ms KWOK Ching-yin requested stepped-up measures to tackle speeding and illegal parking at Yuen Lung Street

(T&TC Paper No. 71/2018)

67 · Members noted the above paper.

(13) Mr WONG Wai-shun, MH, Mr WONG Cheuk-kin and Ms KWOK Ching-yin requested that Fung Cheung Path be resurfaced
(T&TC Paper No. 72/2018)

68 · Members noted the above paper.

(14) Mr WONG Wai-shun, MH, Mr WONG Cheuk-kin and Ms KWOK Ching-yin requested the traffic light system at Long Yat Road be commissioned promptly
(T&TC Paper No. 73/2018)

69 · Members noted the above paper.

Item 7 : Item referred from Yuen Long District Council to T&TC:
Mr WONG Wai-shun, MH and Mr WONG Cheuk-kin requested an account of the design and the planning of the passage through YOHO Mall and the elevator next to YOHO Town
(T&TC Paper No. 74/2018)

70 · Members noted the above paper.

Item 8 : Progress report from the Transport Department
(T&TC Paper No. 75/2018)

71 · Members noted the above paper.

Item 9: Progress report from the Highways Department
(T&TC Paper No. 76/2018)

72 · Members noted the above paper.

Item 10 : Statistics on cycling accidents and related enforcement actions
(T&TC Paper No. 77/2018)

73 · Members noted the above paper.

Item 11 : Any other business

74 · There being no other business, the meeting ended at 4:25pm.

Yuen Long District Council Secretariat
October 2018