

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

Date: 17 December 2024 (Tuesday)

Time: 2:30 p.m. to 5:20 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 Chairman : Ms MA Shuk-yin

Members : Mr MAN Ka-ho, Donald, JP

Mr SZE TO Chun-hin

Ms HO Hiu-man

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

Ms CHAN Yin-kwan, Yankie

Mr CHAM Ka-hung, Daniel, BBS, MH, JP

Mr TONG Tak-chun

Mr WONG Siu-chung

Mr WONG Wing-ho, Allan

Ms LAU Kwai-yung

Ms LAI Yuet-kwan, Fennie

Mr SO Yuen

Co-opted Members : Mr WONG Wai-shun, MH

Ms YAU Tai-tai, BBS, MH

Mr TSANG Ka-yiu

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

In Attendance

Miss ONG Kei-hang, Assistant District Officer (Yuen Long) 2
Chelsea

Mr CHEUNG Ho-man 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 NG Wing-kai, Forrest	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
Mr HON Ho-ting, Louis	Engineer/Special Duties 2, Transport Department
Mr CHU Kim-fung, Jimmy	District Engineer/Yuen Long (South), Highways Department
Mr CHOI Kin-man	District Engineer/Yuen Long (East), Highways Department
Ms CHAN Belinda Patricia	Assistant District Engineer/Yuen Long (West), Highways Department

Item II

Mr HSIE Kwun-kuen, Joe	Senior Engineer/Walkability 1, Transport Department
Ms NG Ka-wai, Annisa	Senior Engineer 15/Works, Highways Department

Items III & IV

Mr LEUNG Tak-chi, Raymond	Senior Engineer/Special Duties, Transport Department
Mr CHENG Wun-chee	Senior District Engineer/Northwest, Highways Department

Item V

Mr LEUNG Chun-wing, Swingo	Engineer/4, Civil Engineering and Development Department
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Absence

Mr KWOK Wing-cheong	(Absent with apologies)
Mr TANG Ngar-lok	

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Opening Remarks

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

2. The Chairman said that Mr KWOK Wing-cheong was unable to attend the meeting of the T&TC due to his attendance at the Executive Committee Meeting of the Heung Yee Kuk New Territories. According to Order 64 of the YLDC Standing Orders, a Member who could not attend a meeting because of attendance at a meeting of an advisory body or organisation appointed by the State or the Government, or any other reasons considered reasonable by the meeting could apply to the Committee for absence from a meeting. The T&TC should decide at the commencement of the meeting whether to consent to the application for absence. The Chairman asked Members whether they would consent to the application for absence of Mr KWOK Wing-cheong.

3. There being no objection from Members, the Chairman announced that the T&TC consented to the application for absence of Mr KWOK Wing-cheong. In addition, Mr TANG Ngar-lok was unable to attend the meeting due to other commitments.

Item I: Confirmation of minutes of the fifth meeting of the T&TC in 2024 held on 22 October 2024

4. Members unanimously confirmed the minutes of the fifth meeting of the T&TC in 2024 held on 22 October 2024.

Discussion Item:

**Item II: Provision of Cover to Walkway (New Round)
(TPDC Paper No. 79/2024)**

5. The Chairman referred Members to Paper No. 79 and welcomed Mr Joe HSIE, Senior Engineer/Walkability 1 of the Transport Department (“TD”) and Ms Annisa NG, Senior Engineer 15/Works of the Highways Department (“HyD”) to the meeting.

6. After discussion, Members’ views and enquiries were summarised as follows:

- (1) Members supported the scheme of “Provision of Cover to Walkway” (“Scheme”) and opined that priority should be given to alignments that would benefit the largest number of people. They enquired about the pedestrian flow data for various alignment options and the TD’s selection criteria to assess the cost-effectiveness of the proposed alignment between Light Rail Transit (“LRT”) Tin Sau Station and Tin Kwai Road subway. In addition, Members opined that such alignment did not connect with nearby community health centres (“CHCs”) and would not benefit residents of Tin Heng Estate, Grandeur Terrace, Tin Yat Estate and Tin Shui Estate. Therefore, they urged the TD to optimise the alignment design;
- (2) Members opined that the potential benefits of the alignments in promoting district economic development should also be considered. For example, the alignment between MTR Kam Sheung Road Station and Kam Tin Town Centre could effectively increase pedestrian flow to Kam Tin Town Centre. In addition, Members hoped that the TD could consider constructing covered walkways in more locations in Yuen Long Rural East to facilitate residents’ access and boost rural economic development;
- (3) Regarding other previously proposed alignments mentioned in the paper, Members suggested that the Government reconsider the alignment between LRT Tin Fu Station and Tin Fu Court Entrance/Exit to facilitate pedestrians travelling between

Tin Fu Court and LRT Station, as well as students from nearby schools and users of Tin Fai Road Sports Centre. For the alignment between Grandeur Terrace and LRT Wetland Park Station, Members suggested extending it to Tin Sau Road Swimming Pool. Members also suggested reconsidering the construction of covered walkway connecting LRT Hung Shui Kiu Station to Hung Fuk Estate, Hung Shui Kiu. As the current walkway cover project did not pass through Tin Shui Wai Police Station, Members suggested modifying the alignment between Tin Shing Court and Kingswood Richly Plaza to connect Tin Shing Shopping Centre and MTR Tin Shui Wai Station. In addition, Members suggested that the alignment between Dragon Park, Tin Kwai Road and LRT Ginza Station should be reconsidered with reference to the findings of the feasibility study conducted by the Yuen Long District Office (“YLDO”) under the Minor Works Programme;

- (4) Although the alignment between Tin Shui Wai Hospital (“TSWH”) and LRT Chung Fu Station was approved by the T&TC as early as 2021, no progress had been made since then. Members expressed concerns over the slow progress of the project;
- (5) Members opined that the alignment between MTR Kam Sheung Road Station and Kam Tin Town Centre served as a key walkway for both current residents and future populations. However, they noted that the TD had shelved this alignment due to lower pedestrian flow and technical issues caused by overgrowth of trees. Members opined that population density in rural areas was relatively lower than that in urban areas and suggested that other factors should also be considered. Regarding the growth of trees along the road section, Members opined that although the trees concerned were not planted by the Government, the Government should consider pruning existing trees or replacing them with other trees to avoid the overgrowth of trees which would impede the construction of covered walkways;
- (6) Regarding the alignment between YOHO Mall I and Pok Oi Hospital, which was taken forward in the first phase of the Scheme, Members observed that neither end of the covered walkway was connected to a covered area. They urged the TD to optimise the design. Members noted that the end connecting Pok Oi Hospital could not be covered due to the presence of a vehicular access. However, the TD had indicated that the end connecting to YOHO Mall I could be extended to a covered area, which was inconsistent with the existing situation where the cover failed to connect to the covered area of YOHO Mall I. In this connection, Members enquired about the reasons and follow-up actions. If the Government could not provide a cover at the end near YOHO Mall I due to land ownership issues, it was suggested that the Government should negotiate with the developer to provide one for the convenience of visitors. If necessary, Members offered to assist in liaising with the developer to co-ordinate technical or land ownership issues;
- (7) Members suggested that the covered walkway connecting YOHO Mall I to Pok Oi Hospital should be extended to the bus stop outside Long Shin Estate for the convenience of residents travelling by bus to Pok Oi Hospital for medical consultations;
- (8) Members suggested that the TD should consider constructing covered walkways in other locations in the district, including a walkway between MTR Kam Sheung Road Station and the future interchange outside the station, existing walkways near Park Nara on Hung Yuen Road, residential projects along Fung Ki Road and Shap Pat Heung Road (including two walkways near Residence 88 and the car park), a

walkway between the future public housing development project next to Tin Tsz Road and MTR Tin Shui Wai Station, road sections near new housing estates in Tin Shui Wai North and walkways in the district connecting public housing estates to community facilities; and

- (9) Members suggested that the TD invite Members to the sites to study the alignment options.

7. A consolidated reply provided by Mr Joe HSIE of the TD was as follows:

- (1) The alignment between LRT Tin Sau Station and Tin Kwai Road subway proposed by the department had a high pedestrian flow, with a peak pedestrian flow of 1 600 to 1 700 persons per hour. Besides, it was surrounded by various community facilities. If Members supported this alignment, the department could expedite the implementation of the project. If Members considered that there were other more suitable alignment options, including previously considered or newly proposed ones, they were welcomed to put forward their suggestions for the department's further consideration;
- (2) The department would further consider Members' suggestion to extend the alignment between LRT Tin Sau Station and Tin Kwai Road subway to nearby CHCs. However, any final decision on the alignment would require technical assessments and feasibility studies to determine the location of underground facilities and assess where pillars could be placed. Therefore, the possibility of extending the alignment remained open at this stage;
- (3) For the time being, the department had not conducted feasibility studies for the proposed alignments. While other proposed alignments might not necessarily be technically unfeasible, the department recommended a more feasible option based on the preliminary technical assessment to reduce the risk of project delays due to failed feasibility studies;
- (4) Alignments that already had alternative covered walkways nearby could not be included in the Scheme;
- (5) Under the Scheme, road sections could still be considered for the construction of covered walkways even if the pedestrian flow had not reached the department's general requirement for such construction, which was typically a peak pedestrian flow of 3 000 persons per hour on weekdays;
- (6) The department did not maintain the latest pedestrian flow data for all alignment options for the time being. If necessary, the department could conduct pedestrian flow surveys for alignments proposed by Members. However, such surveys must be carried out during peak hours, which were similar for all alignments, and thus required substantial time to complete;

(Post-meeting note: The Secretariat forwarded the TD's follow-up reply on pedestrian flow data for the proposed alignments to the T&TC on 20 February 2025.)

- (7) In general, it took about five to six years from the initiation of a feasibility study to the completion of a construction project;

- (8) Regarding the alignment between MTR Kam Sheung Road Station and Kam Tin Town Centre, the department needed to determine whether the trees along the alignment were government-owned or privately owned. In addition to tree-related issues, the walkway of the alignment was narrow, which could obstruct wheelchair and stroller access if pillars were installed. The narrow walkway also limited the space available for relocating underground facilities;
- (9) Other alignment options, such as constructing covers to walkways near Tin Fu Court and Grandeur Terrace, could be reconsidered. The department would take into account the impact on boosting pedestrian flow and economic development when studying alignment options. Members might submit further suggestions for alignments involving Tin Shing Court and Tin Tsz Road;
- (10) Regarding the covered walkway between YOHO Mall I and Pok Oi Hospital, as the land in front of YOHO Mall I was privately owned, the HyD had planned discussions with the private developer a few years ago to construct a covered walkway in the area. However, this plan was not finalised before the completion of the covered walkway project between YOHO Mall I and Pok Oi Hospital. The department would contact the Lands Department to follow up with the private developer and actively explore the possibility of extending the covered walkway;
- (11) As the walkway between LRT Hung Shui Kiu Station and Hung Fuk Estate, Hung Shui Kiu was relatively wide, the feasibility of constructing a covered walkway on one side of the walkway could be further examined;
- (12) Regarding the project to construct a covered walkway between TSWH and LRT Chung Fu Station, in light of the development plan of the TSWH, the department and the HyD were co-ordinating with the hospital on the alignment for the covered walkway; and
- (13) The department had referred to previous suggestions from the T&TC and District Facilities Management Committee regarding the construction of covered walkways and noted that the YLDO had conducted feasibility studies for some of these projects. The department would consult the YLDO on the results of the feasibility study for the alignment connecting to LRT Ginza Station.

8. The Chairman concluded that Members supported the proposal to construct a covered walkway between LRT Tin Sau Station and Tin Kwai Road subway. He requested the TD to review and optimise the proposed alignments, provide pedestrian flow data for alternative alignment options, and take note of other alignments raised by Members. Regarding the extension of the covered walkway of YOHO Mall I, he requested Members to follow up with the TD and arrange discussions with the private developer on the feasibility of extending the covered walkway. In addition, he urged the TD to consider widening the walkway outside Kam Sheung Road Station and constructing a cover to it.

Discussion Item:

**Item III: Works progress of traffic improvement measures at the junction of Kam Sheung Road and Kam Tin Road near Sheung Tsuen Sitting-out Area and the latest arrangements
(TPDC Paper No. 80/2024)**

Question Raised by Members:

Item IV: Mr KWOK Wing-cheong, Ms LI Ching-yee and Mr TSANG Ka-yiu proposed a discussion on “Enquiry about the progress of traffic improvement works at the junction of Kam Sheung Road and Kam Tin Road” (TPDC Paper No. 81/2024)

9. The Chairman said that there would be a combined discussion of Items III and IV since they were both related to the improvement works at Kam Sheung Road and Kam Tin Road. He referred Members to Paper Nos. 80 to 81 and welcomed Mr Raymond LEUNG, Senior Engineer/Special Duties of the TD to the meeting.

10. After discussion, Members’ views and enquiries were summarised as follows:

- (1) In October 2024, Members, together with district personalities, conducted a site inspection with the TD and the HyD. They noted that the 1-meter road widening undertaken during the first phase of the improvement works failed to resolve the issue of insufficient turning space for large vehicles;
- (2) Members were pleased to note that the department had accepted the suggestion to take forward the second phase of improvement works, which involved reducing the size of Sheung Tsuen sitting-out area to further widen the road. They pointed out that Sheung Tsuen sitting-out area was relatively remote and had lower usage compared to the nearby Sheung Tsuen Park;
- (3) Members enquired whether the department would consider providing an exclusive left turn lane and whether the widened road would provide sufficient space for large vehicles to turn left;
- (4) In view of the heavy traffic flow in the area, Members suggested that the department combine the first and second phases of the improvement works as recommended by the rural committee to shorten the construction period and minimise the impact on residents. Besides, Members pointed out that multiple road improvement works along Kam Sheung Road had been ongoing for several years and urged the department to expedite the progress of these works;
- (5) Members enquired about the impact of the second phase of works on the roads during construction, such as whether the affected road section would be temporarily converted to a single-lane carriageway. They were concerned that the temporary route diversion arrangement might affect the traffic flow; and
- (6) Members pointed out that the section of Kam Sheung Road near Placid Groves and Red Brick House was relatively narrow, with vehicles travelling at very high speed. A number of traffic accidents had occurred there before. Members had written to relevant departments to suggest narrowing roadside planters to widen the footpath. They noted that the HyD was conducting a feasibility study and would like to enquire about the works schedule and arrangements for an on-site inspection.

11. A consolidated reply provided by Mr Raymond LEUNG of the TD was as follows:

- (1) The department’s proposal would provide more road space for large vehicles, particularly long vehicles making turns;

- (2) The department had studied the possibility of providing an exclusive left turn lane. However, as the relevant lane was close to the inner curve, long vehicles had to use the outer lane near the westbound direction of Kam Tin Road to make turns. Therefore, the department did not recommend providing an exclusive left turn lane as a division. Instead, the existing arrangement of straight-ahead-and-turn-left lane would be maintained. The widened road would provide sufficient space for vehicles to proceed straight or turn left, ensuring smooth traffic flow; and
- (3) Members' view on the construction arrangements were noted. The department would work with the HyD to consider the views and examine the direct planning and commencement of the second phase of improvement works.

12. Mr CHENG Wun-chee of the HyD responded that the first phase of the works was relatively simple, while the second phase would involve procedures to change the use of government land, the relocation of numerous underground public utilities, the formulation of temporary traffic arrangements, and the application for road excavation permits. Due to the extensive preparatory work, the second phase of improvement works was expected to commence no earlier than the second or third quarter of 2025.

13. The Chairman requested relevant departments to consider Members' views to combine the first and second phases of improvement works on Kam Sheung Road and Kam Tin Road to minimise disruptions to residents. In addition, regarding the proposal to widen the footpath near Red Brick House along Kam Sheung Road, he requested relevant departments to conduct a site inspection to review the project arrangements.

Questions Raised by Members:

Item V: Mr LAM Wai-ming, Mr Riben LI, Mr SZE TO Chun-hin, Ms LAM Wai-ming and Mr SO Yuen proposed a discussion on "Suggestion to complete the road works in the vicinity of Long Ping Road as soon as possible" (TPDC Paper No. 82/2024)

14. The Chairman referred Members to Paper No.82 and the written reply from the Civil Engineering and Development Department ("CEDD"). He also welcomed Mr Swingo LEUNG, Engineer/4 of the CEDD to the meeting.

15. Members' views and enquiries on the item were summarised as follows:

- (1) Housing development projects in Wang Chau and road works along Long Ping Road had caused heavy traffic congestion in the area. The frequent movement of goods vehicles travelling in and out of the industrial estate and numerous buses travelling between Long Ping Estate and Tin Shui Wai via this route, along with the installation of water-filled barriers and short traffic signal cycles, had resulted in severe congestion during peak hours;
- (2) Despite the ongoing road works, it was observed that few workers were present at the construction site. Members also considered that the existing road closure arrangement had affected residents' access. In response to the written reply from the CEDD, which stated that the road works would be substantially completed by the second quarter of 2025, Members enquired whether all water-filled barriers on the roads would be removed by that time; and

- (3) Members pointed out that the contractor's night lights were broken.
16. A consolidated reply provided by Mr Swingo LEUNG of the CEDD was as follows:
- (1) The department was currently carrying out drainage and water pipe laying works along Long Ping Road, which was expected to be substantially completed by mid-2025. By that time, the contractor would retain some of the water-filled barriers to complete the remaining works;
 - (2) Regarding the views on traffic lights, the department had liaised with the TD, which had adjusted the traffic signal time at the junctions of Fung Chi Road and Long Ping Road, as well as Fuk Hi Street. It was believed that this would improve the traffic conditions; and
 - (3) The department noted Members' views on the maintenance of night lights and would contact the contractor to take follow-up actions.
17. The Chairman concluded by requesting Members to follow up with the CEDD on the progress of the works and urged the CEDD to complete the works as soon as possible.

Item VI: Mr Donald MAN proposed a discussion on “Improvement suggestion concerning the long waiting time at traffic lights in Tin Shui Wai” (TPDC Paper No. 83/2024)

18. The Chairman referred Members to Paper No.83 and the written reply from the TD.
19. Members' views and enquiries on the item were summarised as follows:
- (1) Members enquired whether the vehicle sensors installed by the TD on traffic lanes were also applicable to new energy vehicles. They also observed during site inspections that the traffic light waiting time at the location remained longer compared to the opposite road. It was hoped that the department would improve the situation;
 - (2) Members considered that while the adjustment of the traffic signal time at the junction of Tin Tan Street and Tin Shui Road had reduced the waiting time for vehicles turning toward TSWH, it could lead to severe congestion outside Tin Chung Court. They expressed concern that the adjustment might backfire;
 - (3) Considering that the traffic improvement plans would affect many residents and road users, Members considered that the department should conduct district consultations prior to implementation. They suggested briefing Members and the newly established owners' corporation of Tin Chung Court on the proposed improvements in advance to inform residents and avoid complaints after implementation;
 - (4) Members considered that traffic congestion or accidents at the intersection could hinder vehicles accessing TSWH. They urged for prompt improvements to the situation and suggested constructing an exclusive lane for ambulances to reach the hospital; and

- (5) Members enquired whether, when vehicles from Tin Chung Court could no longer proceed straight to Tin Tan Street westbound and the LRT train was passing, the traffic signals would allow vehicles to turn left or right simultaneously. They also hoped that the duration for left and right turn signals could be extended.
20. A consolidated reply provided by Miss Grace FOK of the TD was as follows:
- (1) The department would follow up on the operation of vehicle sensors;
 - (2) To maintain the efficient and smooth operation of the LRT, the LRT had priority at the junction;
 - (3) Regarding the traffic light improvement plan at the junction of Tin Tan Street and Tin Shui Road, the department valued the opinions of residents and the local community and had conducted district consultations and thorough communication several years prior to implementing the plan. The department was willing to continue engaging with relevant Members and residents if there were any updates;
 - (4) In response to Members' concerns that the adjusted traffic signal would prevent vehicles from Tin Chung Court from proceeding straight to Tin Tan Street westbound, potentially leading to other traffic problems, the department pointed out that previous studies indicated that there were fewer than 10 vehicles per hour travelled straight to Tin Tan Street westbound during peak hours. While the improvement plans might cause inconvenience to some road users proceeding straight, vehicles would be able to make a U-turn at the roundabout north of the junction between Tin Tan Street and Tin Shui Road in the future; and
 - (5) Overall speaking, optimising the traffic signal time of the junction would increase the time for both LRT and vehicles to pass through the junction simultaneously. This adjustment would allow more time for road users from other directions to pass through the junction, thereby improving its efficiency.
21. In conclusion, the Chairman said that the TD should gather opinions from various parties regarding the improvement plans and work with Members to explore further enhancements to the plans.

**Item VII: Mr Allan WONG, Ms Yankie CHAN, Mr TSUI Wai-ngoi and Mr LAM Chung-yin proposed a discussion on “Preventive measures against potential hazards to pedestrians’ safety when crossing Ka Yan Street”
(T&TC Paper No. 84/2024)**

22. The Chairman referred Members to Paper No. 84 and the written replies by the TD and the Hong Kong Police Force (“HKPF”).
23. Members’ views and enquiries on the item were summarised as follows:
- (1) Installation of speed humps and traffic signs on Ka Yan Street was suggested to reduce vehicle speeding. As this location served as a school bus pick-up and drop-off point, and residents from Central Park Towers and Tin Chung Court passed through Ka Yan Street to access the public transport interchange, it would pose a

safety risk to pedestrians if vehicles did not slow down when turning onto the straight road;

- (2) It was suggested that the pedestrian crossing at Ka Yan Street near Tin Yan Road, which many elderlies crossed, and the one at the public transport interchange near Kingswood Villas should be painted in reddish brown to alert pedestrians of road conditions;
- (3) The Police were thanked for their increased efforts to combat illegal parking on Ka Yan Street. However, as police officers might not be able to reach the scene of illegal parking promptly, it was suggested that an automatic traffic enforcement system be implemented on Ka Yan Street and other roads in the district, with reference to road sections in Central and Kwun Tong. This would improve the situation for pedestrians and motorists whose visibility was obstructed by illegally parked vehicles;
- (4) It was noted by Members that speed humps and “fish-eye mirrors” were not standard facilities normally installed by the TD on roads. However, it was suggested that the TD should install them on other roads in the district, should such facilities be eventually considered for the road section concerned. Additionally, it was suggested that the Government install additional road lighting in order to enhance the safety of pedestrians crossing roads;
- (5) It was recommended that the TD should update the standards for speed hump installation, with reference to the speed reduction section on the Hong Kong-Zhuhai-Macao Bridge, where the road surface was densely installed with speed bumps of smaller size to effectively reduce vehicle speed. It was noted by another Member that speed bumps were also present on the ramps of Tai Lam Tunnel and Hong Kong Adventist Hospital; and
- (6) It was pointed out that an application made to the TD for the installation of speed bumps at a traffic black spot at Fraser Village, Shap Pat Heung, was eventually not approved. An enquiry was raised about the TD’s criteria in assessing the installation of speed bumps.

24. A consolidated reply provided by Ms Grace FOK of the TD was as follows:

- (1) The TD had already arranged for the HyD to paint the pedestrian crossing at Ka Yan Street near Central Park Towers in reddish brown and would continue to monitor the traffic situation;
- (2) Normally, the TD would not install speed bumps or “fish-eye mirrors” on the roads under its preview to avoid causing accidents. For example, “fish-eye mirrors” could distort images and cause drivers to misjudge distances; and
- (3) Members’ views on speed bumps were noted. It was added that the TD had installed speed bumps at points on expressways where vehicles turned onto a local road to remind drivers to slow down, and that the possibility of more widespread use of speed bumps would be discussed internally.

25. A consolidated reply provided by Mr PANG Che-wai of the HKPF was as follows:
- (1) Technological enforcement fell under the purview of the Traffic Branch Headquarters of the Police, which was currently testing the system. The Police would take further action after reviewing the test results; and
 - (2) In response to the issue of illegal parking on Ka Yan Street, police officers had been deployed to enforce the law on the spot. The Police would step up enforcement efforts and continue to monitor the traffic situation.
26. The Chairman concluded by requesting the TD to pay attention to the situation in Fraser Village, in addition to the aforesaid issues, and consider providing road markings there.

Item VIII: Mr Daniel CHAM proposed a discussion on “Improvements to a road section of San Tam Road near Sha Po and the traffic light at PARK YOHO” (T&TC Paper No. 85/2024)

27. The Chairman referred Members to Paper No. 85 and a written reply from the TD.
28. Members’ views and enquiries on the item were summarised as follows:
- (1) It was proposed to remove the hatched markings which extended for about 300 metres westbound on San Tam Road near the traffic light at PARK YOHO, and to convert the single lane into a dual lane to accommodate more vehicles and to divert traffic at peak hours;
 - (2) While the TD pointed out that the corner of the junction reduced the available road surface area, making it difficult to widen the road, a Member opined that the TD could tackle this issue, which was caused by the width of one to two metres, from a technical point of view. For example, by narrowing the hatched markings on the eastbound carriageway, relocating some of the road facilities or narrowing the pavement and kerb;
 - (3) It was suggested that the TD should widen the road as soon as possible to alleviate the traffic congestion problem, rather than leaving it to be tackled years later when public rental housing estates were to be expanded;
 - (4) It was noted that there had been frequent incidents of illegal parking along the hatched markings on San Tam Road, for example, with the presence of large vehicles in the morning and private cars and cargo compartments in the evening. A Member said that he had reported the problem to the Police and was pleased to note that police enforcement had been effective;
 - (5) It was noted that San Tam Road, a key route connecting San Tin to Yuen Long and Kam Sheung Road, had become congested since the intake of 3 000 households at PARK YOHO. Prior to the intake of residents to the housing estate in 2015, Members had raised the issue of traffic congestion on a section of the road with the TD and made suggestions. However, these suggestions were not acted upon. Meanwhile, the TD had completed the installation of additional traffic lights and said that the centralised system was capable of monitoring traffic flow and adjusting traffic signals. Due to the increasing numbers of residents and lorries travelling to

and from container yards in recent years, Members observed a significant amount of traffic congestion on the road section and expected the problem to worsen in the future with the completion of new housing estates;

- (6) Members had repeatedly put forward traffic proposals for the road section. The TD also considered these proposals but did not implement any of them. Later in 2019, the TD proposed allowing vehicles to make a U-turn approximately 150 metres before the junction of San Tam Road and Sha Po Tsuen, followed by the construction of a roundabout. These proposals were similar to those previously made by Members. In this connection, Members asked the TD about the process of considering the applications for the widening of San Tam Road and the construction of the roundabout;
- (7) It was pointed out that there were no pedestrian crossings on the section of San Tam Road between Sha Po Tsuen and Mo Fan Heung. It was therefore suggested that at-grade pedestrian crossings or footbridges should be provided as soon as possible to ensure the safety of residents;
- (8) It was suggested that vehicle sensors should be installed on the road before completion of the roundabout to reduce traffic congestion; and
- (9) Members hoped that they could visit the site with the TD to understand the difficulties involved in the works in question.

29. A consolidated reply provided by Mr Phil CAI of the TD was as follows:

- (1) San Tam Road southbound currently had one traffic lane, with hatched markings alongside. The junction near the access to Sha Po Tsuen Road was a bottleneck with a capacity of only one traffic lane. Removing the hatched markings along San Tam Road would cause vehicles to converge at the bottleneck, and would not improve traffic conditions at the junction or along San Tam Road. On the other hand, narrowing the northbound lane of San Tam Road could create space for widening the southbound lane to two lanes, but would interfere with the existing exclusive right turn lane for northbound traffic turning into Sha Po Tsuen. The TD was of the view that due consideration should be given to the above proposal so as to avoid disrupting traffic on San Tam Road;
- (2) The TD had always been concerned about the traffic conditions at the junction in question and carried out several traffic surveys between 2023 and 2024, including traffic volume and queue length surveys;
- (3) Following the traffic volume survey, the TD had made several adjustments to the traffic signals in order to adapt them to the traffic conditions, which had already shown signs of improvement. The TD would continue to review the traffic signal timings to match the traffic volume;
- (4) It was noted that the CEDD was planning to convert the traffic light junction at the Sha Po public housing project into a roundabout. The TD would forward any enquiries from Members regarding the progress of the works to the CEDD for follow-up actions;

- (5) The CEDD had plans to widen the whole of San Tam Road. This would involve widening the northbound lane to the west, creating space for the construction of an exclusive right turn lane to Sha Po Tsuen as well as two southbound lanes;
- (6) Both southbound and northbound traffic would be affected if the bottleneck was converted to two traffic lanes at this stage. The TD would therefore have to reconsider the matter in order to ensure a balanced flow of traffic in all directions and to meet the needs of road users;
- (7) Having noted the views of Members, the TD would re-examine the junction design and conduct site visits with Members.

30. The Chairman concluded that the TD should consider Members' views and give priority minor improvement works to address the traffic situation in the short term, rather than waiting for major works to be undertaken. He also requested that the TD co-ordinate with other departments on the proposals for traffic improvements.

Item IX: Mr SEI Chun-hing proposed a discussion on “Installation of bollards at the access to the ramp near Tai Kiu Road of the footbridge (NF70) across On Lok Road and Long Yip Street in Yuen Long to ensure pedestrians’ safety” (T&TC Paper No. 86/2024)

31. The Chairman referred Members to Paper No. 86 and a written reply from the TD.

32. Members' views and enquiries on the item were summarised as follows:

- (1) It was pointed out that the footbridge connected to the cycle track in the industrial estate at one end and to the Yuen Long Town Centre at the other. Only half of the footbridge was covered. There were poles along the road to remind cyclists to dismount before using the footbridge, but most residents wrongly thought that cyclists were allowed to cycle on the footbridge;
- (2) Should local residents cycle on the ramp of the footbridge connecting Yuen Long Town Centre, there was a possibility that they could charge towards the pedestrian crossing at high speed and pose a safety hazard;
- (3) It was suggested that bollards should be installed at the access to the ramp to remind cyclists to be aware of their safety and to reduce their speed. Consideration should also be given to the angle at which the bollards were installed so as not to cause obstruction to wheelchair and pram users;
- (4) There was concern that if bollards were installed at the bottom of the footbridge ramp, cyclists would be at risk of being struck. It was suggested that bollards should be installed at the top of the footbridge ramp to prevent cyclists from rushing down, although this would also be an obstacle for people such as wheelchair users;
- (5) It was suggested that signs should be in place to remind cyclists not to cycle on the footbridge to ensure residents' safety;

- (6) A Member pointed out that it was difficult at this stage to change the situation regarding residents cycling on the ramp in question, it was suggested that the TD should be more understanding of cyclists' habits and provide a cycle track on the footbridge, together with more buffer zones and barriers on the road surface to ensure pedestrians' safety. It was pointed out that, there was already a bicycle parking area under the footbridge for cyclists' use. In addition, cyclists should be reminded to cycle only in permitted areas and to be more aware of traffic. Those in need of assistance could use the lift connecting the footbridge to the road surface;
- (7) It was hoped that the Police would step up their enforcement efforts at the bottom of the ramp and prosecute those cyclists cycling illegally on the footbridge; and
- (8) A Member pointed out that he had reported cases of illegal bicycle use in Hung Shui Kiu Subway to the TD on several occasions in the past, where he said there were many cyclists, especially during holidays. Although the TD replied that they would enhance education and put up more publicity slogans, no effective results had been observed, despite years of efforts. It was therefore hoped that the TD would adopt additional measures to remind cyclists to push their bicycles by hand when in the subway.

33. A consolidated reply provided by Ms CHAN Sai-tung of the TD was as follows:

- (1) There was a cycle track on the footbridge near Tung Tau, with plastic collapsible bollards and signs at the end to remind cyclists to dismount;
- (2) The TD would check the traffic signs along the Tung Tau cycle track to better indicate when the track ended and remind cyclists to dismount, as local residents might not be aware of the cycling ban on the footbridge; and
- (3) The TD had been in contact with the Police to step up enforcement and would be monitoring the situation closely. The TD would also continue to publicise and educate cyclists about road safety and obeying traffic regulations;
- (4) It was pointed out that pedestrians would continue to use the footbridge ramp even if the lift was operational. The TD would need to balance the needs of pedestrians and of cyclists and examine the gradient, curvature and line of sight of the pavement to assess the suitability of converting it into a cycle track from a safety perspective. The TD would consider the matter and reply to the relevant Members; and
- (5) The TD would review the effectiveness of the installed traffic signs and would consider proposing further action depending on the progress made in the implementation of the above measure.

34. The Chairman concluded that the TD should improve the traffic signs restricting cycling and look at ways of slowing down cyclists on the footbridge. If the traffic signs were clear, prosecution would be straightforward. He said that if the problem persisted, the TD should invite Members to the site to discuss how it could be resolved.

Item X: Mr Riben LI, Mr TONG Tak-chun, Ms LAM Wai-ming and Mr CHUI Kwan-siu proposed a discussion on “Enhancement to Yuen Long Highway with the provision of additional accesses on the highway to divert vehicular flow” (T&TC Paper No. 87/2024)

35. The Chairman referred Members to Paper No. 87 and a written reply from the TD.
36. Members’ views and enquiries on the item were summarised as follows:
- (1) A proposal was made to enhance the southbound and northbound sides of Yuen Long Highway. It was pointed out that while the roadworks on Kam Sheung Road, once completed, could help ease the flow of traffic on the southbound side, the northbound side was often congested during rush hours as vehicles had to pass through a number of interchanges on their way from Tuen Mun to Kam Tin;
 - (2) Members opined that the proposal put forward in 2007 by the HyD to build a flyover at Pok Oi Interchange could help alleviate traffic congestion. They hoped that the Government would continue to proactively consider and implement various improvement measures;
 - (3) It was proposed that new access points on Yuen Long Highway should be provided. Simply widening the existing roads was seen as a temporary measure, given the projected increase in population and traffic in the district as various new developments were completed;
 - (4) The Multi-trade Integrated Mechanical, Electrical and Plumbing (“MiMEP”) technology was recommended to streamline the works schedule, reduce manpower and improve management standard;
 - (5) Given the significant differences in height among road networks, it was suggested that reference should be made to infrastructure developments in Mainland cities. In particular, the grade separation in Sichuan was mentioned as a solution to the long-standing traffic problem at Pok Oi Interchange;
 - (6) It was hoped that the TD would look into the possibility of building a new road at Tai Lam Tunnel to link Pat Heung and Yuen Long, so that vehicles could skip both Kam Tin Road and Pok Oi Interchange;
 - (7) An enquiry was made about the progress of the several traffic improvement works in Kam Tin and the timeframe for road clearance. These included the works at the junction of Kam Ho Road and Tung Wui Road, the T-junction at the MTR Kam Tin Building, and the T-junction at the petrol station at the junction of Kam Sheung Road and Pat Heung Road, respectively;
 - (8) In the Legislative Council’s Panel on Transport, a number of legislators had been discussing for years a proposal to open up Kung Um Shan for the construction of a road leading directly to So Kwun Wat in Tuen Mun. This would not only eliminate the need for southbound vehicles to use Pok Oi Interchange, but would also avoid congestion at Lam Tei Interchange. However, the proposal was ultimately not implemented due to factors such as the high cost of the works and the impact of the operation of Tai Lam Tunnel;

- (9) It was hoped that the TD would complete the construction of an exclusive left turn lane at Shap Pat Heung Interchange promptly. It was also suggested that an exclusive Tuen Mun-bound lane should be provided at Pok Oi Interchange;
- (10) It was pointed out that the traffic lights to be installed at Pok Oi Interchange should be monitored after installation to determine their effectiveness in easing the traffic. The TD was also asked to arrange a site visit before the traffic lights went into operation so that Members could better explain their operation to local residents; and
- (11) It was suggested that, due to lower traffic volume at night, the use of traffic lights should be suspended during the evening hours to allow vehicles to pass directly.

37. A consolidated reply provided by Mr Phil CAI of the TD was as follows:

- (1) The suggestion made by Members to bring the road development in Yuen Long in line with population growth and increased vehicular traffic in the district was noted. The TD would assess a number of factors relevant to the suggestion, such as technical feasibility, connectivity of different road networks and road capacity; and
- (2) As the installation of the traffic lights at Pok Oi Interchange had not yet been completed, the TD would arrange for a site visit to be made there before the works were completed.

(Post-meeting note: The traffic improvement measures at Pok Oi Interchange in Yuen Long commenced on 9 February 2025 (Sunday). On 22 and 24 January 2025, the TD arranged for Members of the YLDC to visit the site, where staff from the Traffic Engineering (NTW) Division provided them with detailed information on the measures, the actual operation of the traffic lights after commissioning, and the ongoing real-time traffic monitoring work. The TD thanked YLDC Members for their concern about the improvement measures, and said that their team would continue to work hard on the final phase of the improvement work and would closely monitor the effectiveness of the new measures.)

38. The Chairman concluded that the TD should undertake feasibility studies on solutions to the long-standing problem of traffic congestion as soon as possible, given both the continuing population growth and the ageing road network in the district.

Reports of government departments:

Item XI: Progress report from the TD (T&TC Paper No. 88/2024)

39. Members noted the captioned report.

Item XII: Progress report from the HyD (T&TC Paper No. 89/2024)

40. The Chairman referred Members to Paper No. 89.

41. Members' views and enquiries on the item were summarised as follows:

- (1) Members enquired about the progress of “Provision of motorcycle parking spaces on Tin Shui Road near Tin Shui Road Park” (Item 2), and said that they had previously conducted a site inspection with representatives from the TD, the HyD and the Leisure and Cultural Services Department (“LCSD”). It was said that the departments had examined the possibility of expanding the planters for conversion into motorcycle parking spaces according to the proposal raised many years ago. Since the TD had previously mentioned that the provision of additional motorcycle parking spaces was not feasible due to tree issue, Members were pleased to note that the TD decided to re-examine the feasibility of the proposal during the site inspection and that the LCSD agreed to relocate the trees to free up space. They hoped that the departments could implement the project as soon as possible to offer convenience to nearby residents;
- (2) Members enquired about the progress of the following projects: “Provision of pedestrian crossing facilities on Shap Pat Heung Road near La Grove” (Item 5), “Provision of pedestrian crossing facilities on Tai Tong Road near Hung Tso Tin Tsuen” (Item 10), and “Pedestrian crossing improvement Works at the junction of Tin Shui Road and Tin Tan Street” for which district consultation had been previously conducted;
- (3) Regarding the project of “Provision of pedestrian crossing facilities at the junction of Tai Tong Road and Kiu Hing Road” (Item 14), Members raised concern over traffic congestion along Tai Tong Road if traffic accidents occurred at the said road section during the service period of special bus departures for the red leaves sightseeing festive season from 7 December 2024 to mid-January 2025. Members expected an early completion of the improvement works since the proposal had been raised 20 years ago; and
- (4) As the projects of “Provision of pedestrian crossing facilities at the junction of Kau Yuk Road and On Hong Road” (Item 1) and “Installation of additional traffic lights on Yuen Long Tai Yuk Road near Yuen Long Theatre” (Item 9) were undertaken at road sections which were more frequently travelled by students, it was recommended that the HyD inform the neighbouring schools of the latest traffic arrangements upon completion of the works, and it was also hoped that the HyD could complete the works by the end of 2024 as scheduled to resolve the problem of traffic congestion on Tai Yuk Road;
- (5) Regarding the project of “Installation of railings near lamppost GD3992 on Yuen Long On Lok Road” (Item 17), Members thanked the TD for accepting their views and conducting district consultations, and they also thanked the HyD for commencing the works immediately to ensure pedestrian safety; and
- (6) Pointing out that a number of projects for which district consultations had been completed were not included in this progress report, Members hoped that the departments concerned would provide the progress of these projects in the report, including the “Minor works for the pedestrian crossing from Tin Heng Estate Car Park to Grandeur Terrace Car Park”, “Conversion of parking meters at the planters outside Vianni Cove”, “Works for the pedestrian crossing from Tin Wah Estate to Tin Chung Court” and “Improvement works for the pedestrian crossing at Tin Shui Road near Tin Shui Wai Government Primary School”.

42. A consolidated reply provided by Ms CHAN Belinda Patricia and Mr Jimmy CHU of the HyD was as follows:

- (1) Regarding “Provision of motorcycle parking spaces on Tin Shui Road near Tin Shui Road Park” (Item 2), the design for additional motorcycle parking spaces as discussed during the site inspection was to be taken up by the TD;
- (2) Regarding the “Provision of pedestrian crossing facilities on Shap Pat Heung Road near La Grove” (Item 5), the HyD conducted road tests in October and November respectively, but to no avail. The HyD had also followed up on residents’ views and complaints and would promptly schedule another road test. The projects would commence immediately upon satisfactory completion of the road test;
- (3) For the projects of “Provision of pedestrian crossing facilities on Tai Tong Road near Hung Tso Tin Tsuen” (Item 10) and “Provision of pedestrian crossing facilities at the junction of Tai Tong Road and Kiu Hing Road” (Item 14), the HyD had revised temporary traffic arrangements for approval by relevant departments. A road test would be scheduled once approved and the projects would be undertaken as soon as possible;
- (4) Regarding “Improvement works to the pedestrian crossing at junction of Tin Shui Road and Tin Tan Street”, the HyD had received the notice of commencement of work from the TD, and preliminary preparatory work was underway. The exact date for the works was not yet confirmed;
- (5) The HyD had been undertaking various projects. Once the TD completed district consultations for major projects and issued notices of commencement of work to the HyD, which would initiate preliminary preparatory work and include the project in its progress report. If Members were concerned about a specific project, the HyD would also include it in the progress report once the relevant preliminary preparatory work was substantially completed; and
- (6) Regarding the “Installation of additional traffic lights on Tai Yuk Road near Yuen Long Theatre, Yuen Long” (Item 9), the relevant works commenced on 4 November. Progress had been delayed by underground piping issues, but the related remedial work was nearing completion. The HyD said that the works at Long Ngai Path were expected to be completed by the end of December 2024, with additional traffic lights scheduled for installation in January 2025.

43. A consolidated reply provided by Miss Grace FOK was as follows:

- (1) The HyD would continue carrying out the works as planned for the project of “Provision of motorcycle parking spaces on Tin Shui Road near Tin Shui Road Park” (Item 2). Meanwhile, the TD had deployed staff to study the available space and draft plans for the proposed additional motorcycle parking spaces, with a view to conducting a district consultation shortly; and
- (2) The HyD had issued a notice of commencement of work for “Improvement works to the pedestrian crossing at junction of Tin Shui Road and Tin Tan Street”.

44. The Chairman concluded by requesting the TD and the HyD to actively follow up on Members' views and the progress of the works.

**Item XIII: Statistics on cycling accidents and related enforcement actions
(T&TC Paper No. 90/2024)**

45. Members noted the captioned report.

**Item XIV: Temporary traffic arrangements in Yuen Long District
(T&TC Paper No. 91/2024)**

46. The Chairman referred Members to Paper No. 91.

47. Members said that the hygiene condition of the works area of the HyD at Tin Lung Road near Lynwood Court (Item 45), as mentioned in the paper, was unsatisfactory, with miscellaneous items and rubbish accumulated. They requested for follow-up actions to be taken by relevant departments.

48. Ms CHAN Belinda Patricia of the HyD responded that the department noted Members' views and would convey them to be followed up by relevant works sections.

Item XV: Any other business

49. Members enquired about the latest update on the earlier proposal to the TD for provision of an additional pedestrian crossing at Sau Fu Street near Kiu Lok Square. Ms CHAN Sai-tung of the TD replied that the enquiry would be forwarded to the HyD, which would furnish Members with the relevant works schedule.

Item XVI: Date of next meeting

50. The Chairman announced that the next T&TC meeting would be held in the Conference Room of the YLDC at 2:30 p.m. on 25 February 2025. In addition, the first meeting of the Working Group on Mass Transit Services under the T&TC in 2025 would be held in the Conference Room of the YLDC at 2:30 p.m. on 7 January 2025.

51. There being no other business, the meeting was adjourned at 5:20 p.m.

Yuen Long District Council Secretariat
February 2025