

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

Date: 22 October 2024 (Tuesday)

Time: 2:30 p.m. to 4:25 p.m.

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

Present

Chairman	:	Mr CHING Chan-ming
Vice-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
		Mr KWOK Wing-cheong
		Ms CHAN Yin-kwan, Yankie
		Mr CHAM Ka-hung, Daniel, BBS, MH, JP
		Mr TONG Tak-chun
		Mr WONG Siu-chung
		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
Mr TANG Ngar-lok

Secretary : Miss LAI Hiu-tung, Executive Officer (District
Leanna 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,	Senior Transport Officer / Yuen Long 1, Catherine 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,	Engineer / Yuen Long West 2, Grace 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 LEUNG Chi-kong,	Engineer/Boundary 3, Donald Transport Department
Mr HON Ho-ting, Louis	Engineer/Special Duties 2 Transport Department
Mr CHU Kim-fung,	District Engineer / Yuen Long (South), Jimmy 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 CHEUNG Lai-shun, Benedict	Senior Engineer/Walkability 2, Transport Department
Ms CHAN Ming-sze, Amy	Engineer 8/Walkability, Transport Department

Item IV

Mr TO Kai-cho, Joe	Engineer / 16 (West), Civil Engineering and Development Department
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Absence

Mr WONG Wing-ho, Allan (absent with apology)

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Welcoming Remarks

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

2. The Chairman welcomed Mr Forrest NG, Engineer/Yuen Long West 1 of the Transport Department (TD), to attend the meeting for the first time, and thanked Ms KWAN Tak-ye, Florence, former Engineer/Boundary 2, for her assistance rendered to T&TC in the past.

3. The Chairman stated that Mr Allan WONG was unable to attend the meeting due to the need to attend DC member training. According to Article 64 (1) of the Standing Orders of the Yuen Long District Council, any member who could not attend a meeting because of attendance at a meeting or an activity on behalf of the District Council, or other reasons considered reasonable by the meeting could submit

an application to the committee for absence from a meeting, while the committee had to decide whether consent would be given to the relevant application for absence at the beginning of the meeting. The Chairman asked whether Members consented to the application for absence from Mr Allan WONG.

4. As Members had no objection, the Chairman announced that T&TC consented to the application for absence from Mr Allan WONG.

Item I: Confirmation of minutes of the fourth meeting of the Traffic and Transport Committee (“T&TC”) in 2024 held on 27 August 2024

5. Members unanimously endorsed the minutes of the fourth meeting of T&TC in 2024 held on 27 August 2024.

Discussion Item:

**Item II: Automated dockless bicycle rental services
(T&TC Paper No. 67/2024)**

6. The Chairman referred Members to Paper No. 67 and welcomed the following representatives from TD to attend the meeting.

Senior Engineer/Walkability 2
Engineer 8/Walkability

Mr CHEUNG Lai-shun, Benedict
Ms CHAN Ming-sze, Amy

7. Members’ views and enquiries were summarised after the discussion as follows:

- (1) Members were pleased to learn that there would be a new operator providing relevant services in Yuen Long District and supported the Department in continuing to develop and encourage the public to use bicycles as a means of transportation. This not only protected the environment but also helped to implement the concept of “tourism is everywhere”. In view of the serious problem of shared bicycles being parked everywhere, a Member suggested that the Department should strengthen the awareness of bicycle renters to properly park their bicycles;

- (2) A Member enquired about the mechanism for regulating the parking of shared bicycles and believed that the Department should learn from past operational experience, strengthen supervision of operators, and also refer to the practices in mainland China to restrict renters to park bicycles only in designated areas, otherwise they would have to pay additional fees. On the other hand, although TD had introduced the Code of Practice for Automated Dockless Bicycle Rental Services (the Code) in 2018, which required operators to establish communication channels for the public to file complaints about illegal parking, this had limited effect on improving the situation of illegal parking. A Member suggested that the Department require operators to establish patrol teams to properly follow up on rental bicycles parked illegally on the road;
- (3) Regarding the operational details of shared bicycles, a Member enquired about the penalties for violating the Code, whether there was a licensing system for shared bicycles, the charging arrangements of shared bicycle operators, whether users could receive a refund of the deposit paid when the operator ended operation, the age limit for bicycle renters, and whether the operators would cooperate with the Housing Department (HD) and the Education Bureau (EDB) to strengthen the management of shared bicycles;
- (4) A Member believed that there were insufficient parking spaces for bicycles in the district. Taking Tin Shui Wai as an example, currently large parking areas were only available near MTR stations. Therefore, he suggested that the Department consider making good use of spaces such as the areas under footbridges in the district to add bicycle parking spaces. When considering the number and location of additional bicycle parking spaces, a Member suggested that the Department should balance the parking needs of shared bicycles and other bicycles;
- (5) A Member expressed concern over the maintenance of shared bicycles and suggested that operators establish channels for bicycle renters to report bicycle damage;
- (6) Due to the prohibition of cycling within public housing estates, there was concern that the addition of shared bicycle operators might increase the daily estate management work of HD. A Member reported that multiple shared bicycles had been found in public housing estates in the past, which

required the cleaning and security staff from the estates to clean up and contact the operators for clearance. However, the operators often took a long time to come and retrieve the bicycles;

- (7) A Member suggested that operators hold activities to promote the concept and usage guidelines of shared bicycles, accompanied by cultural education. For example, residents could rent bicycles at designated locations on the Ping Shan Heritage Trail and then return them at designated locations. This would not only promote the local economy, but also helped the long-term operation of shared bicycles in the district;
- (8) In terms of providing shared bicycle services in rural areas, a Member pointed out that operators should consider local road arrangements when selecting service points to avoid obstructing road traffic. In addition, due to unstable network reception signals in rural areas, it was suggested that the Department coordinate with the Office of the Communications Authority to solve the network reception problem, so that bicycle renters could successfully rent and return bicycles through mobile applications; and
- (9) In response to the Department's statement that the operators had hotlines for the public to report cases of illegal parking of bicycles, and would remove improperly parked bicycles within 24 hours of receiving complaints, a Member enquired about the hotline numbers and relevant statistics in order to understand whether the existing operators had completed the clearing of bicycles within the specified time. In addition, a Member reported that he had received feedback from residents stating that they were unable to make a report through the relevant hotlines and could only seek help from the police through DC members.

8. Replies of Mr Benedict CHEUNG, TD were consolidated as follows:

- (1) The Department released the Code in 2018 and signed memorandums of understanding with various operators to closely follow up on the parking situation of shared bicycles and the needs of the public. The Department had been holding meetings with the operators about every three months to review the operation of shared bicycles. Operators needed to control the

total number of bicycles deployed in accordance with the requirements of the Code, which ought not exceed the highest daily travel frequency in the past 30 consecutive days. If an operator needed to add shared bicycles to the market, it would have to communicate with the Department first to ensure that the number of bicycles added was appropriate;

- (2) The operators had hotlines to facilitate the public to lodge complaints and provide feedback. When a bicycle was deemed to cause nuisance, the operator should remove the bicycle to an appropriate location within 24 hours. The operators would also conduct daily patrols to handle improperly parked bicycles;
- (3) The Department would follow up on the issue of unanswered hotlines during regular meetings with the operators;
- (4) The operators were currently using geofencing technology to restrict bicycle renters from parking at specific locations. The operators had set the geographical information of potential bicycle illegal parking black spots in the mobile applications to set up “no parking zones”. If a renter parked the bicycle in a “no parking zone”, it would be considered illegal parking, and the operator would issue reminders and impose penalties on the relevant user. Due to limited geographical resources in Hong Kong, there were not enough bicycle parking spaces available. Therefore, the operators could only plan no-parking locations to strengthen the management of bicycle usage and facilitate short distance travel by shared bicycles for the public;
- (5) The Department was trying to find suitable locations for bicycle parking spaces for parking of bicycles, including shared bicycles, private bicycles, and bicycles from bicycle companies;
- (6) The operators would remind bicycle renters to park their bicycles properly through their mobile applications and signages on shared bicycles;
- (7) Regarding the enquiry from a Member regarding the age limit for rental services, the current legislation stipulated that children under the age of 11 had to be accompanied by an adult to ride bicycles on the road;

- (8) It was understood that some operators had cooperated with schools and HD. The Department would discuss relevant matters at regular meetings, but cooperation and other business decisions would be made by the operators;
- (9) Regarding rural network issues, the Department would enquire with the operators about the situation and request them to make corresponding arrangements; and
- (10) The Department would update the content of the Code from time to time for operators to comply with. Even if the number of operators and shared bicycles might increase in the future, the updated Code could ensure smooth service and improve bicycle parking conditions.

9. The Chairman concluded that residents had a certain demand for shared bicycles, but the illegal parking of shared bicycles in the past reflected their lack of smooth operation, resulting in some operators being unable to maintain their services. He suggested that TD strengthen communication with the operators and establish a punishment mechanism under the Code, adopting a “first warn, then fine” arrangement for those who violated the Code.

Questions raised by Members:

**Item III: Mr KWOK Wing-cheong, Ms HO Hiu-man, Mr CHEUNG Wai-sum, Mr LEUNG Ming-kin, Mr WONG Siu-chung, Ms LI Ching-yee, Mr MAN Ka-ho, Donald, Mr CHUI Kwan-siu, Mr TSUI Wai-ngoi and Mr LEUNG Yip-pang proposed a discussion on “Review of rural transport network in Yuen Long and feasibility study on improvement measures”
(T&TC Paper No. 68/2024)**

10. The Chairman referred Members to Paper No. 68 and the written reply from TD.

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

- (1) Due to the gradual increase in population in the district with the completion of multiple public and private residential developments in Yuen Long, the development of the Northern Metropolis, and the launch of transitional housing projects, traffic congestion in the district had been exacerbated. Especially during busy commuting hours, multiple interchanges connecting Yuen Long Town and rural areas often experienced congestion or even paralysis;
- (2) Due to the fact that most roads in rural areas were designed as single-lane roads for two-way traffic and had not been improved for many years, it was difficult to cope with the surrounding development. In addition, the additional traffic flow from vehicles from construction sites and residential developments after occupancy had worsened the problem of traffic congestion;
- (3) It was believed that the authorities should plan surrounding supporting facilities while promoting residential developments, rather than dealing with traffic congestion issues after the completion and occupancy of the developments. Therefore, it was suggested that the authorities review the transport network in Yuen Long rural areas as soon as possible and conduct feasibility studies on improvement measures;
- (4) A Member enquired about the sections where TD met difficulties while considering upgrading the road network due to involvement of private land or having to demolish existing buildings in order to explore solutions. If the works would involve the issue of private land that could not be resolved in the short term, it was suggested that the Department consider upgrading the road network with flyovers or underground tunnels;
- (5) Residents had suggested building an additional road outside the Tai Lam Tunnel many years ago. Although the suggestion of adding a new road should not involve the acquisition of private land, the proposal was not adopted;

- (6) It was believed that developers might only evaluate main roads and interchanges when conducting traffic impact assessments due to difficulties in dealing with rural road issues involving private land. In addition, as the traffic impact assessment of private developments was carried out by the developers themselves, even if TD considered that the developments could match the traffic model of the entire district, the congestion of nearby roads would become increasingly severe after the completion of the developments;
- (7) Although TD had carried out road improvement works at various interchanges in the district, due to the scattered nature of the works, residents found it difficult to evaluate the effectiveness of each item of works in improving the overall transport network. A Member suggested that the Department carry out specific and large-scale improvement works on the transport network in the district, such as adding and widening major roads, and converting rural roads to two-way carriageways; and
- (8) A Member enquired about the results of the traffic impact assessment of the residential development on Kam Sheung Road, and whether the Department would implement traffic improvement measures in response to the increase in population.

12. Replies of Mr IP Chi-wai and Mr Phil CAI, TD were consolidated as follows:

- (1) Generally speaking, rural roads were not managed by the Department. Minor works on rural roads were handled by respective District Offices. When the Government planned and promoted new development areas, project proponents needed to conduct preliminary research, including conducting traffic impact assessments to examine their impact on traffic in the district and corresponding traffic improvement measures. If necessary, the Department would work with relevant departments to review the feasibility of improving rural roads near new developments to meet the needs and requirements of the Transport Planning and Design Manual. Taking Yuen Long South New Development Area as an example, according to the traffic impact assessment, the project proponent would add new roads in the new development area during the project

implementation period and also carry out improvement works on the roads connecting to village entrances;

- (2) The Government had been planning and promoting the widening works of Route 11 and Yuen Long Highway, which could improve the traffic in the district in the long run; and
- (3) Regarding the traffic arrangements near Kam Sheung Road Station, based on the traffic impact assessment conducted by the project proponent, the Civil Engineering and Development Department (CEDD) was currently carrying out several items of road works, such as widening Kam Ho Road to a two-lane two-way carriageway, widening a portion of Kam Ho Road, and carrying out traffic improvement works at several different junctions.

13. Miss Chelsea ONG, Yuen Long District Office added that with the growth of rural population and the increase in road usage, the condition of rural roads might deteriorate. The Office would carry out minor works (such as repairing damaged road surfaces) on roads that needed maintenance, while the overall planning of rural roads would be handled by other dedicated departments.

14. The Chairman concluded that the population in the district was growing rapidly, and the existing rural road network would not be sufficient to cope with the additional traffic flow. It was hoped that relevant departments would conduct feasibility studies on improving the rural road network.

Item IV: Ms YUEN Man-yee and Mr LEUNG Ming-kin proposed a discussion on “Nullah decking along Kung Um Road, Yuen Long - Expediting the conversion of Wong Nai Tun Tsuen Road and Kiu Hing Road from single-lane carriageways to two-lane carriageways” (T&TC Paper No. 69/2024)

15. The Chairman referred Members to Paper No. 69 and the written reply from CEDD. He also welcomed Mr Joe TO, Engineer / 16 (West) of CEDD, to attend the meeting.

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

- (1) It was pointed out that the project consultancy had initially stated that the relevant road sections would adopt two-lane traffic, but the final road design was a single-lane road. Members noted that the relevant preparatory works had started in the third quarter of 2024 and it was expected that the road widening works would be completed in 2028. However, it was believed that the current single-lane road design differed from the residents’ expectations and were concerned that adopting single-lane traffic would be difficult to cope with future population growth;
- (2) A Member enquired about the reason why the Department did not consider decking the nullah and believed that decking the nullah could provide sufficient space for road works to add additional lanes; and
- (3) It was believed that the design of rural roads many years ago was unable to cope with the current population growth, resulting in serious traffic congestion problems. If the Department was unable to acquire land for road widening works, it could refer to options such as flyovers and underground road works in mainland China; and it was hoped that the Department could accelerate the progress of road works to support rural development.

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

- (1) The construction space on Kiu Hing Road and Wong Nai Tun Tsuen Road

was limited, and the works team was facing many difficulties. The works involved constructing two storm-water box culverts on the existing river channel, followed by widening the road and building a river-crossing bridge on top. For safety reasons, the works had to be carried out during the dry season to avoid affecting the river during the rainy season. Therefore, the works could only be carried out for about 4 to 5 months each year;

- (2) After the widening works was completed, a new cycle track and pavement would be added to the road section, and the carriageway would remain single-lane; and

(Post-meeting note: According to the latest design plan, after the completion of the entire road improvement works, Kiu Hing Road and Wong Nai Tun Tsuen Road would become two-lane one-way traffic carriageways with pavements.)

- (3) Members' concern about the Yuen Long South Development Project was noted. The Department would actively cooperate with Members and hoped to complete the relevant road improvement works as soon as possible.

18. In his conclusion, the Chairman advised that the Department could contact the relevant rural committees for coordination with residents if it received complaints from residents during rural works.

**Item V: Mr CHAM Ka-hung, Daniel proposed a discussion on “Traffic safety and enforcement in Tin Yiu Road northbound, Tin Shui Wai near Kingswood Richly Plaza, Locwood Court”
(T&TC Paper No. 70/2024)**

19. The Chairman referred Members to Paper No. 70 and the written replies from the Hong Kong Police Force (HKPF) and TD.

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

- (1) Large goods vehicles were often parked and loaded or unloaded goods at night on a section of the road in front of traffic lights outside Kingswood Richly Plaza, Locwood Court, causing other vehicles attempting to turn left into Locwood Court to illegally cross the double white lines with no other choice, affecting other vehicles and pedestrians;
- (2) Regarding what goods vehicle drivers and the management office of Kingswood Richly Plaza told the police earlier that the goods vehicle drivers were unable to use the Plaza's loading and unloading space due to the management office not allowing them to use electric pallet trucks or forklifts to push goods into elevators, a Member pointed out that the relevant shops were on the ground floor of the Plaza and delivery did not require the use of elevators. Therefore, the situation was caused by the goods vehicle drivers seeking convenience. Members noted that the police had recently dispatched personnel to inspect the situation and hoped that the police would strictly enforce the law to prevent such incidents; and
- (3) Members were pleased to learn that TD had accepted the suggestion to designate the relevant road section as a 24-hour "no parking" restricted zone. Regarding the Department's plan to arrange for the works division to change the entire road to double yellow lines after obtaining no objections from the district, a Member believed that shop owners might oppose the arrangement and suggested that the Department consider implementing its plan after obtaining the support of a majority of the stakeholders.

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

- (1) The Department had noticed that there were railings along the road section in question. When loading and unloading goods on the road section, delivery workers needed to walk a certain distance along the carriageway to reach the pavement, while the parked goods vehicles might also affect other road users;
- (2) The Plaza had space for loading and unloading goods, which could be

used by goods vehicles; and

- (3) The Department would review the arrangement of designating the road section as a 24-hour “no parking” restricted zone and conduct district consultations. If objections were received to the above measures, the Department would learn about their reasons for opposition and evaluate their rationale. The Department would make appropriate arrangements for the relevant works after considering district opinions and reviewing the actual situation.

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

- (1) The police had dispatched personnel to the scene to inspect the situation and noticed that goods vehicles illegally parked and loaded and unloaded goods on the road section, causing traffic congestion and endangering the safety of other road users. The police had taken enforcement actions against illegally parked vehicles and would continue to monitor the situation on the road section. If any illegally parked vehicles were found again, further enforcement actions would be taken;
- (2) It was understood that the goods vehicles were transporting goods to fruit and vegetable shops in the Plaza. The shop managers would continue to communicate with the management office of the Plaza regarding the location and method of loading and unloading goods; and
- (3) At present, some sections of the road were drawn with single yellow line. The police welcomed the arrangement of changing this section of road to double yellow lines, which could not only indicate to drivers that no parking was allowed on the entire road, but also improve the efficiency of law enforcement of the police.

23. In his conclusion, the Chairman asked relevant Members to continue to follow up with TD and HKPF on the situation.

Item VI: Mr SEI Chun-hing proposed a discussion on “Proposal: Provision of service counters of the Transport Department in Yuen Long District” (T&TC Paper No. 71/2024)

24. The Chairman referred Members to Paper No. 71 and the written reply from TD.

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

- (1) At present, the four licensing offices of TD were located in Kwun Tong, Admiralty, Sha Tin, and Cheung Sha Wan, while there were no licensing offices in New Territories West and North. Seeing that there were multiple car testing centres for private cars and light goods vehicles in the district, and many electric vehicle dealers had set up business points in the district, the demand for services from the licensing offices would increase;
- (2) Although the implementation of electronic licence plate services by TD at the end of 2024 could bring convenience to residents, considering the large number of new vehicles in the district, and the fact that currently, even if appointments had been made, people still needed to queue for hours to use the services at the licensing offices in person, it was hoped that the Department would consider adding a licensing office in the district for the convenience of residents; and
- (3) It was suggested to establish a service centre for applying for driving licences in Yuen Long to handle residents’ applications, which could also facilitate mainland residents to apply for driving licences in Hong Kong.

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

- (1) The Licensing Division of TD currently had four licensing offices located in Admiralty, Cheung Sha Wan, Kwun Tong, and Sha Tin. All licensing offices were located near MTR stations and bus terminals, making it convenient for the public to access them;
- (2) The current service development direction of the Department was to

expand online services and simplify application procedures, such as streamlining required documents as much as possible. The Department had also collaborated with the Digital Policy Office to launch “iAM Smart”, which had enhanced and expanded online services;

- (3) In addition to submitting applications in person at the licensing offices, the Department also accepted submissions by mail or electronic means; and
- (4) The Department was planning to implement electronic licence plates by the end of 2024 and would announce the relevant details in due course.

27. The Chairman concluded that TD was expected to study the feasibility of the relevant opinions and simplify the electronic application process.

**Item VII: Mr LI Kai-lap, Riben proposed a discussion on “Suggestion on connecting public footbridge No. NF70 to an exit of Long Ping Station to facilitate pedestrian flow”
(T&TC Paper No. 72/2024)**

28. The Chairman referred Members to Paper No. 72 and the written reply from TD.

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

- (1) Exit E of Long Ping Station had not been equipped with a downward escalator for many years, and many residents eagerly hoped that MTR Corporation Limited (MTRCL) could add an elevator at this exit to facilitate pregnant ladies and the elderly. Although there were currently two elevators at the station, they were located near the exits of The Spectra and Long Ping Estate and could not connect to the direction of Tai Kiu Road;
- (2) MTRCL might not consider adding elevators due to its relevant guidelines. Members had communicated with MTRCL on the feasibility of setting up

an opening at Exit E of Long Ping Station to connect to a footbridge, and suggested that TD make good use of public resources and cooperate with MTRCL;

- (3) Footbridge NF70 would be completed within this year, with elevators on both sides of the footbridge. If the footbridge could be connected to Exit E of Long Ping Station, it would facilitate residents' travel;
- (4) Members were pleased to see that TD had planned to relocate the existing pedestrian crossing on Tai Kiu Road to the north and paint it reddish brown to facilitate safe passage for residents. However, a Member believed that TD should also actively consider connecting Footbridge NF70 to Exit E of Long Ping Station, allowing residents to safely reach the ground using elevators; and
- (5) It was suggested that the Government adopt Modular Integrated Construction (MiC) to build the footbridge. Successful examples included the Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung and the footbridge spanning West Kowloon Highway and Lin Cheung Road.

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

- (1) The Department planned to optimise existing pedestrian crossings to reduce illegal crossings;
- (2) According to the observation of the Department, many members of the public who entered and exited through Exit E of Long Ping Station also included those who travelled along the Yuen Long Nullah to and from the town centre. Therefore, the Department agreed that adding elevators or downward escalators could better meet the needs of the public. The Department was actively communicating with MTRCL, hoping that it could consider the relevant suggestions; and
- (3) Before discussing the construction details, the Department would first consider whether the plan could meet the needs of more members of the public. At present, the Department hoped to optimise pedestrian

crossings for the convenience of the public and continue to actively communicate with MTR.

31. In his conclusion, the Chairman hoped that TD would actively consider the suggestions put forward by Members and urged MTRCL to add elevators or downward escalators.

Reports of government departments:

**Item VIII: Progress report from the Transport Department
(T&TC Paper No. 73/2024)**

32. Members noted the captioned report.

**Item IX: Progress report from the Highways Department
(T&TC Paper No. 74/2024)**

33. The Chairman referred Members to Paper No. 74.

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

- (1) A Member enquired about the progress and completion dates of various projects in the paper, including the "Project of adding motorcycle parking spaces on Tin Shui Road near Tin Shui Park" (item 2), "Project of adding traffic lights on Yuen Long Tai Yuk Road near Yuen Long Theatre" (item 9), and "Project of adding pedestrian crossing facilities on Tai Tong Road near Hung Tso Tin Tsuen" (item 10);
- (2) A Member enquired about the progress of the "Project of adding pedestrian crossing facilities at the junction of Hong Yip Street, Po Yip Street, and Tak Yip Street" (item 7), and whether the contractor was revising temporary traffic arrangements in response to insufficient turning space for large vehicles;
- (3) Regarding the "Project of adding pedestrian crossing facilities at the junction of Tai Tong Road and Kiu Hing Road" (item 14), it was pointed

out that the speed of vehicles passing through the widened section of the road had increased. Therefore, it was suggested to install pedestrian lights near the bus stop to ensure pedestrian safety; and

- (4) A Member enquired about the progress of pedestrian crossing facilities at the Fung Nin Road Light Rail Stop that was not mentioned in the paper. In addition, regarding the planting of trees in the Tin Shui Wai Nullah, a Member pointed out that the Leisure and Cultural Services Department (LCSD) had stated in October last year that the planting work could only begin after the completion of the pavement paving works of HyD. However, HyD had not yet completed the works of re-laying paving blocks and enquired about the reasons for the slow progress of the works.

35. Replies of Ms Belinda CHAN, Mr CHOI Kin-man, and Mr Jimmy CHU, HyD were consolidated as follows:

- (1) The “Project of adding motorcycle parking spaces on Tin Shui Road near Tin Shui Park” (item 2) had started in the third quarter of 2024 and was expected to be completed in the fourth quarter of 2024;
- (2) Regarding the “Project of adding traffic lights on Yuen Long Tai Yuk Road near Yuen Long Theatre” (item 9), the temporary traffic arrangement proposal had been approved, and the contractor had applied for the Permit to Work. The works was expected to commence within two weeks;
- (3) The contractor had submitted the revised temporary traffic arrangements to the relevant departments for vetting regarding the “Project of adding pedestrian crossing facilities on Tai Tong Road near Hung Tso Tin Tsuen” (item 10). The Department would arrange for the commencement of the project upon completion of the vetting process;
- (4) Regarding the progress of the “Project of adding pedestrian crossing facilities at the junction of Hong Yip Street, Po Yip Street, and Tak Yip Street” (item 7), the Department had urged the contractor to revise the temporary traffic arrangements according to the opinions of the vetting department, which involved road closure measures and the need to take into account the entry and exit of large vehicles. When the relevant

vetting was completed, the Department would arrange for the commencement of the project and report the latest situation to the relevant Members;

- (5) Regarding the “Project of adding pedestrian crossing facilities at the junction of Tai Tong Road and Kiu Hing Road” (item 14), the contractor was currently revising the temporary traffic arrangements according to the latest works design. The revised plan would be submitted to the relevant departments for vetting later, and it was hoped that the project could start as soon as it was approved;
- (6) Regarding the works at Fung Lin Road Light Rail Stop, as the location was close to the railway tracks and the situation was complex, the Department would soon discuss the feasibility of construction with MTRCL and report the progress to the relevant Members afterwards; and
- (7) The Department would follow up with the maintenance team after the meeting regarding the laying of paving block at the Tin Shui Wai Nullah, and then reply to the relevant Members.

36. Mr IP Chi-wai, TD responded that the Department had issued a Works Order to HyD to commence the project of adding pedestrian crossing facilities at the junction of Tai Tong Road and Kiu Hing Road. Regarding the suggestion on installing pedestrian lights, the Department would closely monitor the traffic situation and study appropriate traffic improvement measures.

37. The Chairman requests Members to follow up with relevant departments on the situation of the works.

**Item X: Statistics on cycling accidents and related enforcement actions
(T&TC Paper No. 75/2024)**

38. Members noted the captioned report.

**Item XI: Temporary traffic arrangements in Yuen Long District
(T&TC Paper No. 76/2024)**

39. Members noted the captioned report.

Item XII: Any other business

40. The views and enquiries raised by Members regarding the traffic accident that occurred on Chi Ho Road in Kam Tin on 4 October 2024 were summarised as follows:

- (1) It was hoped that TD could improve the traffic facilities on this road section as soon as possible, such as adding speed bumps, speed detection devices, pedestrian lights, traffic signs indicating speed reduction, and bollards;
- (2) After the traffic accident, Members conducted on-site inspections in conjunction with the rural committee and TD. At that time, the Department pointed out that it was unable to install speed bumps. A Member thus enquired about the standards for adding speed bumps and also hoped that the Department would pay concern to the problems of narrow rural roads and high vehicle speeds. In addition, there had been traffic accidents near Noble Park and Super King Court in Kam Tin. It was suggested that relevant departments widen the pavements in these areas; and
- (3) A Member was concerned about the issue of roadside plants obstructing the drivers' line of sight and expected relevant departments to supervise contractors to remove weeds.

41. Mr CHOI Kin-man, HyD responded that under normal circumstances, LCSD was responsible for the maintenance and upkeep of roadside plants in general in the district, while HyD also dealt with plants that grew within the carriageway and posed an urgent danger.

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

- (1) The Department was very concerned about the recent traffic accident on Chi Ho Road in Kam Tin and conducted on-site inspections on 7 and 9 October 2024. During the on-site inspection on 9 October, the Department, together with the rural committee and DC members, discussed improvement plans. The location was set for two-lane two-way traffic with pedestrian crossings, and there were traffic signs and road markings both in front and at the back to remind drivers to drive slowly and there were pedestrians crossing ahead;
- (2) Regarding the issue of roadside plants affecting visibility, the Department had suggested that LCSD and the Drainage Services Department remove roadside plants, and relevant departments had already removed the palm trees. The Department also suggested that LCSD lay concrete or cement on the flower beds to avoid plant growth obstructing the view;
- (3) The Department had also entrusted HyD to carry out and complete several improvement measures as soon as possible, including laying a reddish brown coating on the road surface at pedestrian crossings to strengthen the reminder for drivers to pay attention to pedestrians crossing the road; add bollards at pedestrian crossings to encourage pedestrians to observe traffic on the roadside before crossing the road; and add traffic signs at pedestrian crossings to remind pedestrians to be careful of vehicles;
- (4) Due to the presence of other footbridges and multiple crossings along Chi Ho Road and Kam Tai Road, the Department would review the overall planning and take similar measures at other crossings; and
- (5) Regarding concerns about vehicle speeding, the Department would review and follow up on the speeding issue with the police and arrange for speed detection to investigate the situation. The Department had set up relevant guidelines for speed bumps and adding speed bumps would affect all drivers passing through the road section. The Department noted relevant opinions and would review the issue of vehicle speeding with the police again.

(Post-meeting note: The Secretariat forwarded the written reply submitted by TD on 30 October 2024 to T&TC regarding the issues of Chi Ho Road in Kam Tin and pedestrian crossing facilities.)

43. The Chairman requested the departments to improve the road crossing facilities as soon as possible and study the installation of speed bumps.

Item XIII: Date of next meeting

44. The Chairman announced that the next T&TC meeting would be held in Conference Room, Yuen Long District Council at 2:30 p.m. on 17 December 2024. In addition, the second meeting of the Working Group on Mass Transit Services under T&TC in 2024 would be held in Conference Room, Yuen Long District Council at 3:30 p.m. on 4 November 2024.

45. There being no other business, the meeting was adjourned at 4:25 p.m.

Yuen Long District Council Secretariat
December 2024