

**Minutes of the 4<sup>th</sup> Meeting in 2020**  
**of the Traffic and Transport Committee**  
**of Tai Po District Council**

Date: 10 July 2020 (Friday)  
Time: 9:37 a.m. – 5:41 p.m.  
Venue: Conference Room, Tai Po District Council (“TPDC”)

<b><u>Present</u></b>	<b><u>Time of Arrival</u></b>	<b><u>Time of Withdrawal</u></b>
<b><u>Chairman</u></b>		
Mr. KWAN Wing-yip	Beginning of the meeting	End of the meeting
<b><u>Vice-chairman</u></b>		
Mr. MAN Nim-chi	Beginning of the meeting	End of the meeting
<b><u>Members</u></b>		
Mr. AU Chun-ho	11:00 a.m.	End of the meeting
Mr. AU Chun-wah	11:53 a.m.	End of the meeting
Mr. CHAN Chun-chit, Richard	Beginning of the meeting	End of the meeting
Ms. CHAN Wai-ka, Olive	Beginning of the meeting	End of the meeting
Mr. CHOW Yuen-wai	Beginning of the meeting	End of the meeting
Mr. HO Wai-lam	Beginning of the meeting	5:14 p.m.
Mr. LAM Ming-yat, Nick	Beginning of the meeting	End of the meeting
Mr. LAM Yick-kuen	Beginning of the meeting	End of the meeting
Mr. LAU Yung-wai	Beginning of the meeting	End of the meeting
Mr. LIN Kok-cheung, Dalu	9:45 a.m.	End of the meeting
Mr. SO Tat-leung	Beginning of the meeting	3:51 p.m.
Mr. TAM Yi-pui	11:26 a.m.	4:41 p.m.
Mr. WONG Siu-kin	Beginning of the meeting	1:17 p.m.
Mr. WU Yiu-cheong	9:45 a.m.	End of the meeting
Mr. YAM Kai-bong	Beginning of the meeting	End of the meeting
Mr. YIU Kwan-ho	9:38 a.m.	End of the meeting
Mr. YIU Yeuk-sang	Beginning of the meeting	End of the meeting

Secretary

	Beginning of the meeting	End of the meeting
Ms. SY Ling-ling, Phoebe		
Executive Officer (District Council) 1 / Tai Po District Office (“TPDO”) / Home Affairs Department (“HAD”)		

**In Attendance**

Ms. LEUNG Wing-yin, Tiffany	Assistant District Officer (Tai Po) / TPDO / HAD
Ms. MA, Flora	Senior Transport Officer / Tai Po / Transport Department (“TD”)
Mr. LAU Chun-ki, Joshua	Transport Officer / Tai Po 2 / TD
Ms. LEE Wing-sum, Summer	Engineer / Tai Po 1 / TD
Mr. LAM Tack-ho, Alex	Engineer / Tai Po 2 / TD
Mr. PANG Hiu-fung	Engineer / Tai Po 3 / TD
Mr. YEUNG Chin-ho, Daniel	Engineer 6 / Walkability / TD
Mr. YIU Chiu-chung	Senior Engineer 2 / Universal Accessibility / Highways Department (“HyD”)
Mr. SIU Wai-kwan	District Engineer / Tai Po (2) / HyD
Mr. CHENG Wan-kien, Keith	Assistant Engineer 12 / Universal Accessibility / HyD
Mr. WONG Ka-ming	Public Relations Officer / Universal Accessibility / HyD
Ms. SO Pui-yin	Assistant Housing Manager / Tenancy (Tai Po, North, Shatin 7) 2 / Housing Department (“HD”)
Ms. MAK Pui-yan	Engineer / 19 (North) / Civil Engineering and Development Department (“CEDD”)
Mr. FAN Wai-ho	Operations Officer / Tai Po Police District / Hong Kong Police Force (“HKPF”)
Mr. TSUI Yik-fuk	Sergeant / Traffic Wing / Tai Po Police District / HKPF
Mr. LIU Wah-kei, Rob	District Manager / Operations (New Territories East) / Kowloon Motor Bus Company (1933) Limited (“KMB”)
Mr. TAM Tsun-hei, Jeff	Manager / Public Affairs / KMB
Mr. TANG Ching-kit	Assistant Manager / Transport Planning / KMB
Mr. KWOK Kwun-kit	Operations Officer / KMB
Mr. LEUNG Man-tik	Assistant Public Relations Manager (External Affairs) / MTR Corporation Limited (“MTRCL”)
Mr. LEE Yu-sau, Terence	Senior Executive Officer (District Council) / TPDO / HAD

## **Opening Remarks**

The Chairman welcomed participants to the Traffic and Transport Committee (“TTC”) meeting.

### **I. Confirmation of the minutes of the 2<sup>nd</sup> meeting in 2020 of the TTC on 27 April 2020** **(TPDC Paper No. TT 44/2020)**

2. The TPDC Secretariat (“Secretariat”) did not receive any proposed amendment to the aforementioned minutes before the meeting. The Chairman asked if Members had any proposed amendment.

3. As Members did not have any proposed amendment, the afore-mentioned minutes were confirmed.

### **II. Highways Department – The Special Scheme under the Universal Accessibility Programme** **(TPDC Paper No. TT 45/2020)**

4. The Chairman welcomed the following participants to the meeting for the discussion of this agenda item:

#### HyD

Mr. YIU Chiu-chung, Senior Engineer 2 / Universal Accessibility

Mr. CHENG Wan-kien, Keith, Assistant Engineer 12 / Universal Accessibility

Mr. WONG Ka-ming, Public Relations Officer / Universal Accessibility

5. Mr. YIU Chiu-chung said that the Special Scheme under the Universal Accessibility Programme was a new scheme of the HyD. The department hoped that Members could select, at this meeting, some walkways from Annex II to the captioned paper for retrofitting lifts. Meanwhile, the department’s consultant company would conduct a preliminary study and collect relevant information based on Members’ suggestions. It also planned to report to the TTC on the preliminary findings in late 2020, when Members would be invited to select up to three walkways from the proposed ones for the consultant company to work out the detailed design and carry out the lift retrofitting works.

6. Mr. YIU Chiu-chung and Mr. Keith CHENG then outlined the PowerPoint presentation concerned (please refer to Annex I).

7. The Chairman opined that the captioned scheme was a step forward compared with the previous ones. While most lifts in the past were connected to government-owned footbridges or land, the captioned scheme was a great enhancement as it covered sold public housing and divested shopping malls. Members could focus their discussion on the walkways at the three public housing estates (including Kwong Fuk Estate, Fu Shin Estate and Wan Tau Tong Estate) set out in Annex II of the captioned paper. In addition, they could also suggest retrofitting lifts at other housing estates under the Tenants Purchase Scheme, the housing estates under the Buy or Rent Option Scheme, and the public rental housing estates with properties divested (including shopping malls and car parks) in Tai Po District. If Members would like to propose retrofitting lifts at housing estates outside the above three categories, he suggested Members advise the HyD after the meeting.

8. Mr. YIU Kwan-ho's comments were as follows:

- (i) He opined that the need for lifts was the most pressing on Walkway No. KF01, as there were two bus stops near the footbridge and no crossing facilities nearby. However, he opined that it would be rather useless if only one lift was retrofitted. Although the area opposite Walkway No. KF01 was Wang Fuk Court, which was under the purview of the owners' corporation of the Home Ownership Scheme ("HOS") estate, he asked whether the department could suggest the owners' corporation retrofit a lift opposite Walkway No. KF01 as well. He said that if the department had any difficulties, he could also make this suggestion to the owners' corporation.
- (ii) He suggested retrofitting a lift on the elevated platform straddling Plover Cove Road near Kwong Yan House Block B. Although there was a zebra crossing, the vehicle speed on the road section concerned was so high that some members of the public needed barrier-free access facilities to cross the road on their way home.
- (iii) He considered it necessary to retrofit lifts on Walkway No. KF02. Although crossing facilities were available nearby, there were not any barrier-free access facilities for the public to reach the nearby platform. Moreover, the vehicle speed on nearby road sections was too high for people with disabilities to cross the road.
- (iv) Compared with the elevated platform straddling Plover Cove Road near Kwong Yan House Block B and Walkway No. KF03, the need for lifts was more pressing on Walkway No. KF02.

9. Mr. WONG Siu-kin's comments were as follows:

- (i) Regarding the proposal to retrofit a lift on Walkways No. NS142 & NS142A, he had visited the site with government departments earlier, but opined that it was not quite necessary to retrofit a lift there. The reason was that a ramp was already provided there, and it was not too steep for wheelchair users and elderly people. As such,

they could use the ramp to go through the subways and get to the vicinity of Wan Tau Tong Estate and Uptown Plaza. In addition, as there was already a lift near Uptown Plaza, and it was connected to the footbridge of Uptown Plaza, residents could use it to walk from Wan Tau Tong Estate to Tai Po Market Bus Terminus or Tai Po Market MTR Station. Therefore, considering the observations during the on-site inspection and the commuting habits of the public, he opined that there seemed to be no pressing need to retrofit lifts on Walkways No. NS142 & NS142A.

- (ii) Apart from the proposed lifts at the pedestrian subways and ramp shown on page 14 of Annex II to the captioned paper, the HyD had also suggested retrofitting a lift at the staircase next to Hong Kong Teachers' Association Lee Heng Kwei Secondary School. However, having collected views from residents, he opined that retrofitting lifts at the above location might not benefit a large number of residents.
- (iii) He opined that the need for lifts was the most pressing on Walkway No. KF01. Although there was a crossing nearby, it was close to Kwong Wang Street and Wang Fuk Court's "estate sign", which was situated at the turn where vehicles would enter Tolo Highway. Therefore, it was rather dangerous for wheelchair users to use the crossing to go to the nearby area.
- (iv) The Government would pay for the retrofitting cost of the lifts and their electricity tariff. However, the costs incurred in security, cleaning, and emergency handling would be borne by the flat owners of housing estates. Regarding these arrangements, he asked whether the flat owners and the management company of Wan Tau Tong Estate would also be responsible for the purchase of accessories, such as lift buttons or lift doors, in case of lift breakdowns after lifts had been retrofitted there.

10. Mr. LIN Kok-cheung, Dalu's comments were as follows:

- (i) The residents at Kwong Fuk Estate were mostly elderly people. However, there were so many stairs at the estate that they caused some inconvenience to the elderly. At present, the only two lifts at Kwong Fuk Estate were located somewhere under the purview of the Link. They were used by all the residents at the estate, and even by staff members of supermarkets and restaurants for transporting goods and refuse. As the two lifts were located precisely at Walkway No. KF03, he agreed with Mr. YIU Kwan-ho that it was not quite necessary to retrofit a lift there.
- (ii) He opined that the retrofitting of a lift on Walkway No. KF01 met all the requirements of the captioned scheme, and thanked the department concerned for conducting the study.
- (iii) Walkway No. KF02 was only 30 metres away from the nearby pedestrian crossing. However, considering his observations during the on-site inspection, the structure of

Kwong Fuk Estate and the usage among residents, he opined that retrofitting a lift at the footbridge near Walkway No. KF02 could also bring convenience to the nearby residents.

- (iv) Considering points (ii) and (iii) above, he and Mr. YIU Kwan-ho opined that the locations that required lifts the most were Walkways No. KF01 and KF02, followed by the elevated platform straddling Plover Cove Road near Kwong Yan House. Walkway No. KF03 came last.

11. Mr. YAM Kai-bong's comments were as follows:

- (i) He opined that the Government could retrofit lifts on Walkways No. FS02 and FS03 at a later stage. He and Mr. KWAN Wing-yip, the Chairman, had had a meeting with the HyD's staff and conducted an on-site inspection together. They opined that residents would not use the above two walkways on purpose, and would only dry their clothes on the footbridges there. In other words, the footbridges were basically not used by anyone. Therefore, the department concerned did not have to consider retrofitting lifts on the above two walkways.
- (ii) Some residents needed to walk from On Po Lane to Sun Hing Garden. If the weather was bad, people who went to Sun Hing Garden using the crossing on the ground would be exposed to the scorching sun or pouring rain. Therefore, retrofitting a lift on Walkway No. FS01 could also make it convenient for the residents to cross the road. They conducted an on-site inspection with the HyD's staff the day before, and opined that the carriageways and planters near Sun Hing Garden might not be spacious enough for retrofitting lifts. If lifts had to be retrofitted, the pedestrian crossing at Sun Hing Garden would be narrowed. Therefore, he hoped that the HyD would also study the feasibility of retrofitting a lift on Walkway No. FS01 while preparing the consultant report. However, as some residents would go up and down there, and would walk from On Po Lane to Sun Hing Garden before going elsewhere, he considered it somewhat necessary to retrofit a lift on Walkway No. FS01. At present, residents had to use the lifts at the Link's car park at Fu Shin Shopping Centre before using the footbridge. However, as the supermarket at the shopping centre had been moved to the second floor in recent years, and the staff of the supermarket often occupied the lift for transporting goods, it was sometimes impossible for people with disabilities to use the lift. Therefore, he believed that after a lift was retrofitted on Walkway No. FS01, the public would have an alternative to the lift at the Link's shopping centre.
- (iii) At present, there was no cover above the ramp near Walkways No. NS142 & NS142A. As such, he suggested the HyD retrofit a lift next to Hong Kong Teachers' Association Lee Heng Kwei Secondary School (the area leading to Wan Tau Tong Estate). If a lift was retrofitted there, the residents at Wan Tau Tong Estate, Tak Nga

Court and King Nga Court could walk along the covered walkway at Wan Tau Tong Estate and under the canopy of Wan Loi House before arriving at the covered pedestrian way (i.e., the pedestrian way below the red texts “NS142A” on the map on page 15 of Annex II to the captioned paper) in bad weather. Therefore, if a lift could be retrofitted and connected to the cover, residents would also be benefitted, and wheelchair users or people pushing prams did not have to brave the wind and rain to enter the estate via the ramp. He suggested the HyD consider retrofitting a lift next to Wan Loi House, and hoped that Mr. WONG Siu-kin would reconsider the proposal or re-examine the residents’ needs.

12. The Chairman said that as mentioned by some Members, the other side of Walkway No. KF01 was part of Wang Fuk Court, whereas the footbridge near Walkway No. FS01 was part of Sun Hing Garden. As both Wang Fuk Court and Sun Hing Garden were HOS estates, he asked whether the department could retrofit lifts to connect to HOS estates under the captioned scheme.

13. Mr. YIU Chiu-chung responded as follows:

- (i) Situated opposite Walkway No. KF01 was an HOS estate, where the property rights were privately owned. However, the captioned scheme did not include HOS estates at this stage. They had inspected the site with Members, and would study whether it was possible to retrofit lifts on both sides of Walkway No. KF01. However, they could not make any promise at the moment. They would ask the consultant company to conduct a preliminary study on the feasibility of retrofitting lifts at the walkway concerned without involving the area of the HOS estate.
- (ii) Members had said that as there were not enough lifts near Walkway No. KF02, the public had to cross the road on their way back to the estate. In this connection, he said that the main objective of the captioned scheme was to make it easier for residents to cross the road, rather than allow residents to reach the platform directly without crossing the road. However, according to the on-site inspection on that day, if a lift could be retrofitted, residents would be able to, as Members had mentioned, use the lift to cross the road and reach the platform very conveniently during rainy days, instead of crossing the road on the ground.
- (iii) On Walkway No. FS01, even if the existing lift was located rather far away, it was used by a fairly large number of people, and often by supermarket staff for transporting goods. Although there were ground crossing facilities nearby, it was rather difficult for residents to cross the road on the ground when the weather was bad. Therefore, he considered it necessary to retrofit a lift on Walkway No. FS01 to help residents cross the road.
- (iv) Having considered the information provided by the HD and the on-site inspection, the HyD suggested Members refer to Table 1 and Table 2 in Annex II of the captioned

paper for retrofitting lifts. As such, some locations where lifts might have to be retrofitted might not be included. If Members found it necessary to retrofit lifts somewhere other than the above three types of housing estates to help pedestrians cross the road, they could provide information for the department directly or via the Secretariat within two weeks after this meeting. By doing so, the consultant company could consider or review whether the proposals fell within the scope of the captioned scheme before conducting further studies. If the proposals did not fall within the scope of the captioned scheme, the department would report to the TTC or hold another meeting to further discuss with Members. The department hoped that walkways could be selected after this meeting or within two weeks thereafter so that the consultant company could launch a preliminary study immediately. By doing so, preliminary findings could be reported to the TTC in December 2020, when Members would be asked to select up to three walkways where lifts should be retrofitted.

- (v) If Members considered unnecessary to retrofit lifts on Walkways No. NS142 & NS142A at this stage, the department might not include them in the captioned scheme for initial consideration for the time being. Members only had to select no more than three existing pedestrian passages by the end of 2020. If there were fewer than three, they might re-consider Walkways No. NS142 & NS142A. If there was another phase of projects under the captioned scheme, the HyD would also re-examine the walkways proposed at present.
- (vi) The works of installing a cover above the ramp to connect the existing lift did not fall within the scope of the captioned scheme. However, they could relay the proposal to other units of the HyD.
- (vii) As an initial plan, the HyD would allow estate management companies to take up the routine management of lifts, including cleaning and security. As regards maintenance issues such as lift breakdowns, estate management companies could notify the HyD or its contractors, instead of handling them on their own. Upon receipt of the notice, the department would ask the contractor concerned to take follow-up actions, and the Government would be responsible for the costs concerned.

(Post-meeting note: Regarding paragraph 13(iv) above, the HyD stated that neither the department nor the Secretariat receive any other proposals from Members within two weeks after this meeting.)

14. Mr. WONG Siu-kin's comments were as follows:

- (i) As Mr. YAM Kai-bong had mentioned earlier, on rainy days many residents walked through the pedestrian subway near Walkways No. NS142 & NS142A, and then went to the estate via the stairs next to Wan Loi House, thereby using the existing covered area to shelter from rain. Therefore, he also hoped that the HyD would consider

retrofitting lifts there and conduct a preliminary study.

- (ii) He asked whether there had been any other previous projects in which the responsibilities for maintenance were divided between the Government and the housing estate. He opined that routine cleaning was relatively simple, so much so that it was not necessary for the lift to be guarded by a security guard for a long time. Therefore, he asked whether routine cleaning could be assigned to other government departments, such as the contractors of the Food and Environmental Hygiene Department (“FEHD”).

15. Mr. YIU Chiu-chung said that if the lifts broke down, the maintenance work had to be undertaken by the HyD’s contractor. As regards whether it was necessary to send staff to guard the lifts, he opined that the existing staff at the estate should be able to conduct patrols, and thus there was no need to particularly arrange for a staff member to guard them. However, if the lifts broke down, they also hoped that the staff at the estate would notify the HyD for follow-up actions. Last but not least, he hoped that Members would select walkways that required lifts from Annex II to the captioned paper at this meeting so that the department’s consultant company could conduct a preliminary study.

16. Summarising Members’ views, the Chairman said all Members agreed that the HyD should conduct preliminary studies on Walkways No. KF01, KF02, FS01, NS142 & NS142A. At this stage, however, there was no need to conduct preliminary studies on walkways other than the four mentioned above. He asked whether Members agreed with it. In addition, if Members had any other views, they could relay them to the HyD’s staff after the meeting.

17. Mr. YIU Chiu-chung said that he had inspected Kwong Yan House with Mr. Dalu LIN and Mr. YIU Kwan-ho. He asked the two Members to provide supplementary information for the department to examine whether a preliminary study had to be conducted there.

18. Mr. YIU Kwan-ho said that although there was a transport interchange and zebra crossing under the location concerned, residents of Kwong Yan House had to walk through two staircases before crossing the road. In addition, the location concerned was an open area, and many residents usually crossed the road before using the Link’s lifts. If a lift was retrofitted there, he believed that residents would use it to cross the road and go to the platform. He could provide the department with the relevant location map.

19. Mr. YAM Kai-bong asked whether it was possible to retrofit a lift between the covered walkway next to Wan Loi House and the subway of Walkways No. NS142 & NS142A. By doing so, the existing covered area would be connected so that people in need would be sheltered from the sun and rain when heading to the lift.

20. Mr. MAN Nim-chi, the Vice-chairman, said that the area to the left of “0 m” above “1:1 000 SCALE BAR” on page 7 of Annex II to the captioned paper was the location proposed by Mr. YIU Kwan-ho and Mr. Dalu LIN.

21. Mr. YIU Chiu-chung responded as follows:

- (i) The department would consider the location proposed by Mr. YIU Kwan-ho.
- (ii) As the Chairman had said, the department would first conduct preliminary studies on the above four walkways, including Walkways No. KF01, KF02, FS01, and NS142 & NS142A. As regards the new location proposed by Mr. YIU Kwan-ho, although there was no pressing need, the department would still include it in the recommendations for the captioned scheme. Nevertheless, the department would conduct preliminary studies on the above four walkways first.

22. The Chairman asked Members of the constituencies concerned to select one location, between Walkway No. KF02 and the afore-mentioned location near Kwong Yan House, where there was a greater need to retrofit a lift.

23. Mr. Dalu LIN said that they prefer to conduct preliminary studies on retrofitting lifts on Walkways No. KF01 and KF02 first.

24. The Chairman said that the TTC decided to conduct preliminary studies on Walkways No. KF01, KF02, FS01, and NS142 & NS142A first. If Members later found another location more suitable for retrofitting lifts than the four walkways mentioned above, he wondered whether the department would study the five locations altogether or ask Members to select four of them.

25. Mr. YIU Chiu-chung said that if Members suggested retrofitting lifts at another location, the department would study the five locations altogether. However, the most important consideration was whether the proposed lifts would make it easier for residents to cross the road. Regarding the question raised by Mr. YAM Kai-bong, he said that the department had not yet decided which part of Wan Tau Tong Estate it would retrofit a lift. They might inspect the site with the DC Member concerned or ask the consultant company to study which location in the estate was more suitable for retrofitting a lift. If the location proposed by Mr. YAM was more suitable, the department would consider whether it was technically feasible.

26. The Chairman said that the HyD would conduct preliminary studies on Walkways No. KF01, KF02, FS01, and NS142 & NS142A first. If Members had other comments, they could contact the HyD directly or through the Secretariat after the meeting.

### **III. Request to widen the covered pedestrian walkway outside Tai Po Market Station**

(TPDC Paper No. TT 46/2020, TT 46A/2020 and TT 46B/2020)

27. Mr. WU Yiu-cheong outlined TPDC Paper No. TT 46/2020 and put forward his views as follows:

- (i) As mentioned by the Planning Department (“Plan D”) in the reply concerned (TPDC Paper No. TT 46B/2020), the Hong Kong Planning Standards and Guidelines (“Planning Standards”) had clearly stated that the width should be flexibly applied to suit individual circumstance or design. He disagreed with such a statement. If this statement was cited as an explanation for every case that failed to meet the standards, the Planning Standards would be useless. He also believed that the original intent of flexible application was not like this.
- (ii) Regarding the TD’s reply (TPDC Paper No. TT 46A/2020), he said that the department had divided the covered walkway into three sections, namely: (1) From Tai Po Market Station Exit A2 to the pedestrian subway at Wan Tau Kok Playground, which was also the existing pick-up / drop-off area for residents’ coaches, where the pedestrian way was six metres wide; (2) From the pedestrian subway to Elegance Garden car park, which was the location he had taken measurement earlier, where the pedestrian way was about 2.6 metres wide. Regarding this section of pedestrian way, he said that from the pedestrian subway to Elegance Garden car park and the area near the fence of the railway area, there were some planters along the way. If the planters were turned into a pedestrian way, the width of this section would meet the Planning Standards, namely 4.5 metres. He hoped that the department concerned would consider this proposal; (3) From Elegance Garden car park to the area under the railway bridge, where the pedestrian way was about two metres wide. He said that due to geographical constraints, it was indeed difficult to widen the area concerned, especially because of the presence of other buildings near the car park. As there was a height difference between the carriageway and pedestrian way along Nam Wan Road, and the base of the pedestrian way was slanted, he hoped that the TD could explore whether it was possible to convert the base into a vertical one so that the pedestrian way there would be one metre wider.
- (iii) The TD mentioned in the reply that if the pedestrian way under the railway bridge had to be widened, it would be necessary to shorten the lanes leading to the car park of Tai Po Complex so as to make room for the works. He would like the department to explain this statement. He said that every Saturday and Sunday, there were vehicles waiting to enter the car park of Tai Po Complex. As such, he would like to find out what extent of works would affect the lanes, and how much impact the works would create.

28. Ms. LEE Wing-sum, Summer, responded as follows:

- (i) There were two lanes at present. One of them led to the car park of Tai Po Complex, and the other went forward. If the two lanes were re-arranged for vehicles heading to the car park to run on the same lane as other vehicles, one of the lanes could be freed up for widening the pedestrian way under the railway bridge. However, as motorists also needed to use the lane leading to the car park on Saturdays and Sundays, and the cooked food market at Tai Po Complex was still under renovation, fewer vehicles entered the car park. Therefore, the department would conduct on-site inspection again during the peak hours of the lane, so as to find out the impact of reducing one lane on the traffic. If the impact was serious, the department would not put forward the proposal.
- (ii) Apart from widening the covered pedestrian walkway under the railway bridge, there were also alternative routes at present. If the covered pedestrian walkway was extremely congested, members of the public could also use the pedestrian way along Nam Wan Road. Although this pedestrian way was not covered, its length was similar to that of the covered pedestrian walkway, and the public could use it to get to Tai Po Complex. If Members considered the above diversion plan feasible, the TD would set up signs along it (please refer to TPDC Paper No. TT 46A/2020 Annex I) to let the public know that they could switch to the pedestrian way along Nam Wan Road to get to Tai Po Market when the covered pedestrian walkway was crowded.

29. Mr. WU Yiu-cheong's comments were as follows:

- (i) He agreed with the diversion plan proposed by the TD. He opined that it was feasible for the department to set up signs to tell the public about another pedestrian way leading to Tai Po Market. However, he opined that the covered pedestrian walkway under the railway bridge was used by more people, not only because it was the easiest and most direct way to get to Tai Po Market, but also because it was covered. Therefore, he wondered whether the above diversion plan was applicable in summer or rainy seasons.
- (ii) He understood that the area under the railway bridge was a bend and the narrowest, where congestion was the heaviest. He asked whether more space could be freed up simply by turning the base of pedestrian way there into a vertical one. He anticipated that the works concerned would cover such an extensive area that some pedestrian ways might have to be enclosed beforehand. Therefore, he asked how much impact the works would create, and whether lanes had to be closed.
- (iii) He asked whether the planters along the road from the pedestrian subway to Elegance Garden car park and the area near the fence of railway area could be turned into a pedestrian way. He said that there were no big trees but shrubs in these planters.

Although the area concerned was not covered, it could divert the pedestrian flow on the covered pedestrian walkway if turned into a pedestrian way. By doing so, the pedestrian walkway would be clearer.

30. Mr. MAN Nim-chi, the Vice-chairman, asked the HyD how to handle the daily maintenance of the base of the pedestrian way concerned, and how complicated the works of turning the base into a vertical one would be.

31. Mr. YAM Kai-bong said that the slanted granite base on Wan Tau Street under the “train bridge” was quite a waste of space. He asked whether the granite could be levelled along the roadside kerb so as to fill up the inverted triangular gap of the kerb. By doing so, the pedestrian way could be widened by about 30 to 40 centimetres. He disagreed with the proposal to widen the pedestrian way by closing the lanes, as they had strived for an additional lane for drivers to wait for entering the car park. However, considering that the pedestrian way was really crowded, they suggested levelling the granite next to the road. This would slightly widen the pedestrian way without narrowing the existing carriageway. He hoped that the TD or the HyD would respond to this proposal directly.

32. Mr. LAM Ming-yat, Nick, agreed to widen the pedestrian way. However, he opined that this method had both pros and cons. To his understanding, if the base of pedestrian way was levelled, the height of the pedestrian way would become lower. However, as the carriageway of Wan Tau Street was also low, with water pipes bursting from time to time, he was worried that if the water pipes burst after the platform was levelled, both the carriageway and the pedestrian way would be flooded. Therefore, the proposal had to be considered carefully.

33. Mr. MAN Nim-chi, the Vice-chairman, said that levelling the base meant filling up the extra space on the pedestrian way, not the carriageway. In addition, he hoped that the inverted triangular area of the kerb could be filled up by levelling the granite.

34. Ms. Summer LEE said that regarding the proposal to make good use of the planters, she would first clarify with the Lands Department whether the location was within the area of the MTRCL. In addition, she would work with the HyD to explore whether it was feasible to fill up the slanted granite base to make it vertical, and how the proposal would affect the existing lanes.

35. Mr. SIU Wai-kwan said that from the engineering perspective, the slanted base could be converted into a vertical one, subject to other actual circumstances such as whether the works would affect the underground facilities there. Therefore, the HyD had to find out more about the situation before determining the feasibility of the works.

36. Mr. LAU Yung-wai said that the flooding problem under the “train bridge” had always been serious. If the granite base was turned into a vertical one, more space could be freed up.

Therefore, he asked whether water pipes or pumps could be connected there so as to resolve the flooding problem altogether.

37. Mr. WU Yiu-cheong said that if a wooden plank road was paved outside the granite, the existing foundation and pedestrian way would not be affected.

38. Mr. SIU Wai-kwan said that as the HyD had to consider the stability of materials, he opined that a wooden plank road was not suitable.

39. The Chairman asked the HyD and the TD to follow up on the afore-mentioned issue with Mr. WU Yiu-cheong and other Members concerned after the meeting.

**IV. Request to relocate the non-franchised bus stops outside Exit A2 of Tai Po Market Station to other locations in an orderly manner**

(TPDC Paper No. TT 47/2020 and TT 47A/2020)

40. Mr. WU Yiu-cheong outlined TPDC Paper No. TT 47/2020 and put forward his views as follows:

- (i) When he was a Co-opted Member in the past, he began following up on the situation at the non-franchised bus pick-up / drop-off area outside Exit A2 of Tai Po Market Station, and had frequently received complaints from residents. Although the area concerned was six metres wide, it was still very crowded during the morning and evening peak hours as it was not only the entrance and exit of the MTR, but also the pick-up / drop-off area for non-franchised buses, including residents' coaches to and from the nearby housing estates, and the "factory buses" to and from Tai Po Industrial Estate. Therefore, during the morning peak hours (around 8 a.m.), the queue of waiting passengers could extend all the way back to the escalator at Uptown Plaza, causing nuisance to the public entering or leaving Tai Po Market Station and the nearby residents.
- (ii) For people who waited for the "factory buses", they would first buy snacks at the snack shop near Tai Po Market Station, and then go to the bus waiting area for consumption. After that, they might throw away rubbish arbitrarily, which often ended up in the planters, thus affecting environmental hygiene and leading to the rodent problems.
- (iii) Although the area concerned was a non-franchised bus pick-up / drop-off area, private vehicles were allowed to pick up and drop off passengers there, and some vehicles for advertising and selling property were even parked there all day. As the area concerned was a one-way road, where kerbs were the only space for passengers to

board and alight, if it was full of vehicles, shuttle buses would usually pick up and drop off passengers in the middle of the road, leading to long vehicle queues which even extended all the way back to the junction of Nam Wan Road during the evening peak hours.

- (iv) Members of the previous term DC had suggested removing the planters outside Elegance Garden and turning them into a pick-up / drop-off area for non-franchised buses. However, he was against the proposal at that time as the area concerned was too close to people's homes. He had made other suggestions, such as relocating the current non-franchised bus pick-up / drop-off area to the bus stop on Nam Wan Road near Uptown Plaza for diversion purposes, or making full use of the taxi stand at Exit B of Tai Po Market Station. He was glad to know that the TD would consider re-arranging the three existing lanes at the taxi stand to divert private vehicles which picked up and dropped off passengers there. However, he hoped that the department would also take care of the needs of the nearby residents. To his knowledge, the above non-franchised bus pick-up / drop-off area was used more frequently by "factory buses" at present. In this connection, he asked whether the TD would give priority to the diversion of "factory buses" after identifying a suitable location for diversion purposes, given that the passengers of "factory buses" were not nearby residents but had the greatest impact on nearby residents during the morning and evening peak hours.
- (v) He asked whether the TD would consider assigning part of the bus terminus at Uptown Plaza to non-franchised buses, such as "factory buses", for picking up and dropping off passengers, given that this area had also provided sufficient space for the MTRCL to arrange for temporary shuttle buses to pick up and drop off passengers in the past.

41. The Chairman was pleased to see some progress on the issue, and hoped that departments concerned would follow up on it in a proactive manner instead of just talking the talk.

42. Ms. Summer LEE responded as follows:

- (i) Regarding the re-arrangement of the taxi stand at Exit B of Tai Po Market Station to free up more space for vehicles to pick up and drop off passengers, the TD was still carrying out consultation and hoped that the proposal could be implemented as soon as possible.
- (ii) She had inspected the non-franchised bus pick-up / drop-off area outside Exit A2 of Tai Po Market Station. She found that whenever larger vehicles arrived, the traffic queue would extend to the traffic lights. Meanwhile, she did not see any long vehicles being used as residents' coaches. In this connection, when considering the priority of diversion, the department would take into account the needs of Tai Po

residents and the actual impact on traffic. Therefore, the department believed that large vehicles should be diverted, and this approach would not affect residents as residents' coaches could still use the pick-up / drop-off area.

- (iii) When renewing the contracts for employees' coaches, they also worked with Transport Officers to arrange for pick-up and drop-off in other places, so as to achieve the diversion purposes and improve the traffic conditions at the non-franchised bus pick-up / drop-off area outside Exit A2 of Tai Po Market Station.

43. Mr. MAN Nim-chi, the Vice-chairman, said that to his understanding, there was still some room on the carriageways around Uptown Plaza, such as planters. Meanwhile, the bus stop under the bridge was used by only several bus and minibus routes at present. As such, the TD might also consider diverting vehicles to the vicinity of Uptown Plaza. In addition, regarding the comment of the TD's representative that the pick-up / drop-off area concerned was not used by any large residents' coaches, he believed that this was due to the increase in the number of illegally parked vehicles there. Therefore, he asked the HKPF to respond to the situation.

44. Mr. WU Yiu-cheong said that in the morning hours in March 2019, he had seen many police officers ordering vehicles to leave the non-franchised bus pick-up / drop-off area outside Exit A2 of Tai Po Market MTR Station. However, since the second half of 2019, he had rarely seen police officers ordering vehicles to leave or maintaining order there, especially during the morning peak hours. Therefore, he hoped that the HKPF would pay attention to this issue. In addition, during the discussion on the diversion of vehicles at the previous term DC, the TD had not promised that no additional non-franchised bus routes would be provided after the diversion. Therefore, he asked whether the department would make such a promise after more space had been freed up for non-franchised buses to pick up and drop off passengers. He opined that both pedestrian flow and vehicle flow had been saturated on nearby roads. If the department provided new routes of residents' coaches after the diversion, the situation would never improve.

45. Mr. MAN Nim-chi, the Vice-chairman, said that there were several plastic bollards at the exit of Uptown Plaza car park to prevent vehicles from turning right. However, these bollards were severely damaged. In addition, he asked whether the HKPF would take law enforcement actions if a vehicle violated the instructions of the road markings there and turned right to the residents' coach pick-up / drop-off area.

46. Regarding Members' opinion that the utilisation rate of the bus stop behind Uptown Plaza (namely the bus stop of bus route K17) was rather low, Ms. MA, Flora, said that since late 2019, the TD had arranged for large buses which had applied for or renewed the Passenger Service Licence for non-franchised bus services, such as 60-seat buses, to pick up and drop off passengers at the above bus stop. When processing the applications for new routes of residents' services, the department would not only consider the service stations in the applications, but also whether there

were other public transport services at the locations concerned. The department had not yet approved any new residents' coach service heading to Tai Po Market Station. If there were new applications in the future, the department would not arrange for residents' coaches to use the non-franchised bus pick-up / drop-off area outside Exit A2 of Tai Po Market Station as it had been saturated already.

47. Ms. Summer LEE said that the TD planned to arrange for private vehicles and residents' coaches to use the non-franchised bus pick-up / drop-off area outside Exit A2 of Tai Po Market Station and the re-designated taxi stand at Exit B of Tai Po Market Station. The department also hoped that gradual arrangements could be made so that employees' coaches would not have to use the lanes at the two afore-mentioned locations. In addition, regarding the proposal to free up the bus terminus, she had carried out on-site inspections and found that the position for bus route K series to enter was a drop-off area, and there was also a lot of space for drop-off further to the left. Therefore, she hoped that KMB would consider freeing up the afore-mentioned area for use by employees' coaches.

48. Mr. TSUI Yik-fuk responded as follows:

- (i) Regarding the law enforcement actions taken by police officers at Tai Po Market Station in 2018/19 as mentioned by Mr. WU Yiu-cheong, he said that the HKPF would take different law enforcement actions according to different situations. If police officers were taking law enforcement actions at the afore-mentioned location, it meant that they could not take law enforcement actions elsewhere. At present, the HKPF took law enforcement actions with higher mobility, such as intensive patrols during the morning hours from Monday to Friday. If police officers were patrolling Nga Wan Road and found that a driver was only waiting in the vehicle without obstructing the road, they would ask the driver to drive away. Drivers who was found to have parked their vehicles illegally would be prosecuted. The HKPF would also go to Po Nga Road, Nga Wan Road and Nam Wan Road to prosecute motorists involved in illegal parking. The HKPF always deployed officers to the on-street parking spaces near Wan Tau Tong Estate and Uptown Plaza to take law enforcement actions every morning.
- (ii) Any motorists who had violated the instructions of road markings, including those at the right turn of Uptown Plaza car park, would be prosecuted by the HKPF.

49. Mr. CHAN Chun-chit, Richard, opined that the residents' coaches of other housing estates travelling from Nam Wan Road to Uptown Plaza could use the bus stop at Uptown Plaza to pick up and drop off passengers. Meanwhile, the residents' coaches of Classical Gardens could travel from Tat Wan Road, turn right onto Nam Wan Road, and then head to Kwong Fuk Road roundabout before going to the bus stop at Uptown Plaza, and the entire route was also very smooth. Therefore, he

suggested that the department, when implementing the diversion plan, did not have to require all residents' coaches to use the non-franchised bus pick-up / drop-off area outside Exit A2 of Tai Po Market Station. It could arrange for some residents' coaches to use other pick-up / drop-off areas.

50. Mr. LIU Wah-kei, Rob, said that KMB had to examine whether it was possible to free up the drop-off stop at Tai Po Market, and consider its current utilisation rate, especially during peak hours, so that the existing passengers would not be affected after the drop-off stop was relocated. After that, the positions for boarding and alighting at the bus stop could be adjusted.

51. Mr. MAN Nim-chi, the Vice-chairman, said that several plastic bollards at the exit of Uptown Plaza car park had been damaged. After these plastic bollards had been repaired, there would not be enough room for vehicles to turn right there. As such, he asked the HyD's staff to pay attention.

52. Mr. WU Yiu-cheong suggested inviting the TD and KMB to inspect the bus terminus at Uptown Plaza with Members.

53. Ms. Summer LEE said that the TD would consider the proposal to arrange for residents' coaches to use other pick-up / drop-off areas for diversion purposes.

54. The Chairman asked Ms. Summer LEE and KMB's staff to arrange for an inspection with Members after the meeting so as to identify suitable locations for diversion purposes.

**V. Request for the Transport Department to explain the changes in traffic flow on various highways in New Territories East and explore new road networks connecting North District, Lam Tsuen and Kowloon**

(TPDC Paper No. TT 48/2020 and TT 48A/2020)

55. Ms. CHAN Wai-ka, Olive, outlined TPDC Paper No. TT 48/2020.

56. Mr. PANG Hiu-fung outlined TPDC Paper No. TT 48A/2020.

57. Ms. Olive CHAN's comments were as follows:

- (i) She asked about the meaning of the data in the table about the average vehicular flow (southbound) (per hour) in the morning peak hours as shown in Table 1 in the TD's reply
- (ii) Regarding the table about the average daily vehicular flow set out in Table 1 in the TD's reply, she asked whether the department had studied: (1) why the vehicular flow on Tolo Highway (from Kwong Fuk to Ma Liu Shui) in 2017 and 2018 had increased

by 30 000; and (2) why the vehicular flow on Tolo Highway (from Tai Po Road – Yuen Chau Tsai to Tai Po Tai Wo Road) in 2017 and 2018 had increased by 12 000.

- (iii) The remarks under Table 2 in the TD’s reply showed that peak hours were defined as the period from 8 a.m. to 9:30 a.m. in the study. In this connection, she asked why the department did not start the study at 7 a.m. when the traffic flow on Kwong Fuk Road had slowed down and congestion had begun to appear.
- (iv) She asked about the northbound traffic flow on Tolo Highway (from Kwong Fuk to Ma Liu Shui) during non-peak hours in the daytime.

58. Mr. YAM Kai-bong’s comments were as follows:

- (i) He opined that the commissioning of Tsing Sha Highway (namely Route 8) could not help divert the traffic in Shing Mun Tunnel and Lion Rock Tunnel, as the total traffic flow in 2018 was higher than that in 2010-2011.
- (ii) Table 2 in the TD’s reply had only set out the average vehicle speed on Tolo Highway (southbound) from Yuen Chau Tsai Interchange to Chak Cheung Street (i.e., University Station), but not the data about the road section from Chak Cheung Street, University Station or Sha Tin Sewage Treatment Works to Jockey Club Ti-I College or Fo Tan. As everyone knew, Tai Po Road – Sha Tin was the most congested road section, where the vehicle speed started to decrease along the way from New Town Plaza to the Racecourse, Sha Tin Sewage Treatment Works, University Station, Pak Shek Kok and the Science Park. This happened continuously in both the morning and evening peak hours.
- (iii) As traffic congestion took place earlier and earlier, traffic queues were getting longer too. As such, he would like the TD to provide more appropriate data, including the time periods, the number of vehicles on the road section from University Station to New Town Plaza, or the average vehicle speed, etc.
- (iv) He would also like the bus company to respond to this issue.
- (v) Bus routes 73X and E41, for instance, had to travel on Tai Po Road – Sha Tin. However, they would come across heavy traffic congestion on the road section from University Station to New Town Plaza. Therefore, although the maximum speed on the road section concerned was 50 kilometres per hour (“km/h”), the average speed was only 20 to 30 km/h.
- (vi) To his knowledge, the maximum speed on the road sections mentioned in Table 2 in the TD’s reply was 100 km/h. However, the average speed on the road sections concerned was only 60 km/h or so. In his opinion, it meant that the traffic on these road sections had been saturated, which made it impossible for vehicles to go faster. Although the department had stated that the traffic at the interchange was more

congested, it did not explain the congestion on the vehicular bridge above Sha Tin Sewage Treatment Works, namely Tate's Cairn Tunnel Road, A Kung Kok and Shek Mun.

- (vii) He indicated that bus routes 72X and 271 were often caught in congestion when they arrived at the road section next to the Racecourse. In addition, before bus routes 74X, 75X and 307 entered Tate's Cairn Tunnel, they had already encountered congestion near the University Bridge and Sha Tin Sewage Treatment Works Bridge. The traffic queue would extend to Shek Mun Roundabout. Meanwhile, the congestion in Tate's Cairn Tunnel was also very serious.
- (viii) He opined that the bus company had the best understanding of the above situation, as the services of various bus routes were affected every day. In this connection, he asked how the TD would deal with the situation. The department was currently turning a blind eye to it and had no long-term plans to cope with the traffic congestion between Tai Po and Sha Tin. So far, the department had not put forward any measures to improve the conditions on the road sections concerned. It only allowed the traffic on the road sections to slow down continuously, leading to a continuous increase in traffic flow.
- (ix) After the commissioning of Liantang / Heung Yuen Wai Boundary Control Point, the road sections concerned might be used by more cross-boundary vehicles. As Tai Po was located between Sha Tin and North District, the traffic problems in Tai Po would become more serious by then. That was why some Members had suggested constructing an expressway leading to Kowloon.
- (x) The continuous decrease in vehicle speed at present had affected the operation of public transport operators. It was difficult for them to predict how many bus resources should be allocated to maintain the original service level. If the bus company was willing to deploy more vehicles, or the TD was willing to keep requesting the bus company to do so, the public might have sufficient bus services. However, according to the traffic congestion at present, even if the bus company kept deploying additional vehicles, it could not provide services in accordance with the schedule. According to Members' inspection, as the roads were more congested at around 8 a.m., there were no buses at Tai Po Centre Bus Terminus, and the bus company did not have enough time to arrange for empty buses to return to Tai Po to pick up passengers. Therefore, he would like KMB's representatives to respond to the issue.
- (xi) Members certainly hoped that KMB could deploy more vehicles, but were quite pessimistic about the current traffic flow and vehicle speed. In addition, if the situation deteriorated after the conversion from 12-car trains to nine-car trains on the East Rail Line ("ERL"), both the railway and bus services would be greatly affected. Therefore, the TD should consider the suggestions made by the DC earlier so as to

open up new expressways or new trunk roads connected to Tai Po or North District. By doing so, motorists could go to Kowloon directly without using the congested road sections on Tolo Highway. Alternatively, the new roads should at least be connected to Castle Peak Road or somewhere else.

59. Mr. YIU Yeuk-sang's comments were as follows:

- (i) He asked about the expected commissioning date of the dual three-lane carriageway near New Town Plaza. He also suggested designating bus lanes on the dual three-lane carriageway in both the southbound and northbound directions during the morning and evening peak hours, as it was virtually impossible for residents who finished work in the urban areas to return to Tai Po before 8 p.m. if they took the bus at 6 p.m. In this connection, he asked whether the department would implement the above suggestion.
- (ii) He opined that if the department concerned did not start the Hong Kong 2030+: Planning Vision and Strategy Transcending 2030 ("Hong Kong 2030+") study until 2030, he was not sure when the suggestion would be implemented. As such, he asked the department concerned to start the study as soon as possible.
- (iii) He opined that even if the dual two-lane carriageway near New Town Plaza had been widened to a dual three-lane carriageway, it would not help alleviate the congestion problem at the diversion point on the Racecourse road section (leading to Lion Rock Tunnel and New Town Plaza respectively), as the road section concerned was still a two-lane carriageway.
- (iv) Regarding the road section from the newly commissioned vehicular bridge to Lion Rock Tunnel, the traffic from Lion Rock Tunnel to Ma Liu Shui road section was still congested in the morning peak hours. Therefore, if the TD did not resolve the congestion problem in Lion Rock Tunnel, the traffic congestion in the vicinity would not be resolved, and traffic queues might even extend from Lion Rock Tunnel to Pak Shek Kok, preventing buses from leaving.

60. Mr. YIU Kwan-ho's comments were as follows:

- (i) He agreed to designate bus lanes on the carriageways.
- (ii) He suggested constructing a flyover on Tolo Highway near Pok Yin Road, so that northbound vehicles could go to the Science Park, Providence Bay and Pak Shek Kok without passing through the two roundabouts near the university.
- (iii) As the traffic on Tolo Highway was heavily congested in the morning, many vehicles chose to travel towards Chong San Road before heading to the urban area. While the speed limit on Chong San Road was 50 km/h, the actual speed was about 70 to 80

km/h, which was quite dangerous. Although there were traffic lights on Chong San Road, it was still difficult for vehicles from nearby housing estates to enter the road.

61. Mr. CHOW Yuen-wai's comments were as follows:

- (i) He asked whether the department concerned had not yet begun to study the planning of roads from Tai Po or North District to the urban area.
- (ii) Members had attended a closed-door meeting at the Legislative Council ("LegCo"). At that time, the Assistant Commissioner of the TD had mentioned that the department would study the traffic in Tai Po District. He asked when the department would conduct the study and whether the study would involve suggestions for improving the transport from Tai Po to the urban area. As the new communities in Tai Po and North District would be created gradually, the population would keep growing. Meanwhile, the traffic congestion problem on Tolo Highway was already very serious. Nonetheless, the Government still turned a blind eye to it without implementing any effective measures. As such, Members found it regrettable and disappointing.

62. Mr. LAU Yung-wai's comments were as follows:

- (i) He opined that the traffic on the road sections beyond Kwong Fuk Estate in the morning peak hours had been very congested in the past few years, and there had not been any improvement so far. As shown in Table 1 in the TD's reply, the average daily traffic flow on Tolo Highway (from Kwong Fuk to Ma Liu Shui) in 2017 or before was 120 000, and had increased to 150 000 in 2018. Therefore, he believed that the situation in 2019 would definitely be worse.
- (ii) Table 2 in the TD's reply mentioned that the traffic on all road sections had been saturated, which had caused vehicles there to slow down. He did not agree with the statement in the paper that "as vehicle speeds will decrease temporarily when traffic merges from other directions, the speed recorded on certain road sections has to be interpreted carefully". It was because the decrease in speed was not only found on certain road sections but almost all road sections. Therefore, he could not accept the TD's explanation with the above statement alone.
- (iii) The department had mentioned that it would conduct a transport study in the district. Although he was not sure whether the study would focus on the traffic conditions in Tai Po only, he suggested the department collect more data and explore more measures to improve the traffic problems in Tai Po.
- (iv) The data in the TD's reply revealed the traffic problems on the road sections concerned. If the department sent staff to carry out on-site inspections, it would not

be difficult to identify the problems. At present, traffic congestion occurred on Tolo Highway and the Sha Tin section. He was not certain whether converting part of Tai Po Road – Sha Tin from a dual carriageway to a dual three-lane carriageway could improve the traffic situation there considerably. However, even if it could, the widening works could not resolve the problems on the road sections beyond Wo Che, and he did not see the department propose any measures to improve the road sections concerned.

- (v) He opined that if the department always used “Hong Kong 2030+” issued by the bureau to respond to Members’ questions without proposing any improvement measures, it could not help resolve the traffic problems. Even if the department currently had measures such as widening works to alleviate the traffic problems, it would still take several years for the measures to be completed. Therefore, the department had to explore ways to improve the traffic problems that had persisted in the past few years. Otherwise, it could not convince Members that it had taken follow-up actions to alleviate the traffic problems in Tai Po District.

63. Mr. SO Tat-leung said that the road section of Tolo Highway (from Kwong Fuk to Ma Liu Shui) indicated in Table 1 in the TD’s reply should be the bottleneck between North District and Sha Tin. He pointed out that the average daily traffic flow in 2017 or before had remained at around 120 000, but had increased to 150 000 in 2018, representing an increase of more than 20%. In this connection, he asked the department about the reasons for the above increase, so as to predict the increase in traffic flow in the future.

64. Mr. PANG Hiu-fung responded as follows:

- (i) Regarding the road section of Tolo Highway (from Kwong Fuk to Ma Liu Shui) indicated in Table 1 in the TD’s reply, the average traffic flow in the morning peak hours (southbound) (per hour) actually included the southbound and northbound traffic flow in the morning and evening peak hours. However, he had forgotten to indicate them.
- (ii) As regards Ms. Olive CHAN’s comment that the captioned paper did not show the average traffic flow during the non-peak hours in daytime, he said that as the paper was prepared by other colleagues of the department, he had to ask them whether there was any information on the average traffic flow on certain road sections during the non-peak hours in daytime.
- (iii) To calculate the average speed shown in Table 2 in the captioned paper, the department had hired a consultant to drive on the road sections concerned, and then divided the driving distance by the time required. As such, the department stressed that the average speed was easily affected by unpredictable conditions, such as a temporary slowdown due to the convergence of vehicles. Therefore, the data had to

be interpreted carefully and should not be used as an indicator of changes in the degree of congestion on the road sections concerned.

- (iv) He had noted Mr. YAM Kai-bong's suggestions, and would ask his colleagues to take follow-up actions and conduct the study.
- (v) Regarding the expected commissioning date of the dual three-lane carriageway near New Town Plaza, he would ask the colleagues in charge of the works about it.
- (vi) He believed that the bureau was currently conducting the "Hong Kong 2030+" study. However, he had to ask whether his colleagues had any relevant information for reference.
- (vii) The department would conduct a study on the traffic in Tai Po District. The widening works of Tolo Highway would mainly include the dual three-lane carriageway project on Tai Po Road – Sha Tin and Trunk Road T4 project in Sha Tin.

65. Mr. LAM Tack-ho, Alex, responded as follows:

- (i) Members mainly commented on the southbound main road from Ma Liu Shui to Kowloon. Although the road section concerned was under the purview of other colleagues of the department, he would relay the views to the colleagues concerned so that they could conduct the study as soon as possible.
- (ii) When the department conducted the traffic study in Tai Po District, it would focus on the long-standing traffic problems in the district, and the areas in the district that were particularly in need of improvement. The department would invite consultant companies to submit technical reports and quotations for the study so as to select a suitable consultant company.
- (iii) Regarding Mr. YIU Yeuk-sang's proposal to designate bus lanes on the carriageways concerned, he would relay it to the colleagues in charge of the dual three-lane carriageway project on Tai Po Road – Sha Tin.
- (iv) He would inform the colleagues concerned of the congestion on the vehicular bridge (supposedly T6 Bridge) from Sha Tin Sewage Treatment Works to Tate's Cairn Tunnel. If there were any follow-up actions or improvement measures, he would report to Members again.

66. Mr. TANG Ching-kit responded as follows:

- (i) As one of the major public transport operators in Tai Po District, KMB noticed that the journey time on Tolo Highway, the trunk roads connecting Tolo Highway, and the road sections in East Kowloon had increased substantially in the past two to three years.

- (ii) KMB had allocated additional resources and increased journey time to maintain service frequency and ensure service stability. However, the numerous unstable factors on the road had posed enormous challenges to KMB. Therefore, although KMB was willing to put in new resources, such an approach not only involved additional costs, but also put a lot of pressure on road traffic or KMB's logistics facilities, such as bus depots. If KMB kept providing more vehicles, there would be more vehicles on the road, resulting in a vicious cycle. Therefore, apart from providing additional vehicles, KMB had also introduced buses with higher carrying capacity in recent years.
- (iii) It was difficult for KMB to control the road conditions, and the problem of road congestion also had a negative impact on the operation of KMB. For example, the increase in journey time not only made it impossible for KMB to use resources effectively, but also lengthened passengers' journey.
- (iv) KMB supported the government departments in constructing new roads or providing more road facilities that gave priority to buses, such as bus lanes, thereby reducing journey time and improving operations.

67. Ms. Olive CHAN responded as follows:

- (i) She asked the department to provide supplementary information on the average traffic flow (southbound) (per hour) during the morning peak hours on Tolo Highway (from Kwong Fuk to Ma Liu Shui) in Annex I to the captioned paper after the meeting.
- (ii) The department had not yet answered: (1) why the vehicular flow on Tolo Highway (from Kwong Fuk to Ma Liu Shui) had increased by 30 000 in 2017 and 2018; (2) why the vehicular flow on Tolo Highway (from Tai Po Road – Yuen Chau Tsai to Tai Po Tai Wo Road) had increased by 12 000 in 2017 and 2018; and (3) as vehicular flow had started to slow down in the morning when traffic congestion took place, she asked why the study on the average speed mentioned in Annex II to the captioned paper was not conducted until 8 a.m.
- (iii) She opined that the data collected by the department was not detailed enough, as if the department believed that Members would not study it thoroughly. In addition, even though the data submitted by the department was brief, Members were still able to find out the situation of traffic congestion on the road sections concerned. Therefore, the department should allocate additional resources to carry out studies at every time period so as to explore ways to resolve the existing traffic congestion problem.
- (iv) The widening works of Tai Po Road – Sha Tin could alleviate the traffic problems on the road sections in Sha Tin only, but not Tai Po District. Due to the traffic congestion on the road sections concerned that had been ignored by the department

for years, as well as the current population growth and district development, traffic congestion took place not only on the road sections concerned. At present, there was also traffic congestion on the road sections from Kwong Fuk Road to Tolo Highway, Ma On Shan, The Palazzo and Fo Tan. However, the department had turned a blind eye to it. This had made the traffic congestion problem in Tai Po District even worse, as Tai Po District was situated in the middle of the above areas which were accessible only by the road sections concerned.

- (v) She opined that the department had not anticipated the current traffic problems, and it was time to conduct a detailed study as soon as possible instead of just submitting data to muddle through the problems. She had proposed this agenda item because the current traffic problems could not be resolved. However, the department kept procrastinating. The department should allocate resources as soon as possible to conduct comprehensive studies, including the hourly traffic flow, number of people, number of vehicles and vehicle speeds, rather than just providing the average data in the morning and afternoon. As traffic congestion took place from 7 a.m. to 12 p.m. at present, the department should be able to collect sufficient data. She asked the department to provide supplementary information for Members' reference, so as to alleviate the congestion problem on Tolo Highway.

(Post-meeting note: The reply mentioned in paragraph 67(i) above had been issued to Members by e-mail on 13 July 2020 before being uploaded onto the TPDC's website. Members could refer to TPDC Paper No. 60/2020.)

68. Mr. PANG Hiu-fung responded as follows:

- (i) In 2017 and 2018, the vehicular flow on Tolo Highway (from Kwong Fuk to Ma Liu Shui) had increased by 30 000, which was based on the data obtained from the study. As there was no relevant information at present, he would provide supplementary information on the reasons for such an increase later.
- (ii) He would ask the colleagues in charge why the study on average speed was conducted between 8 a.m. and 9:30 a.m.
- (iii) He would inform the colleagues concerned about Members' views on the congestion problem on Tolo Highway.

69. Mr. YAM Kai-bong's comments were as follows:

- (i) Due to traffic congestion, members of the public had no choice but to leave home for work earlier, which had also brought forward the peak hours for certain bus routes. However, even if members of the public left home earlier, they still could not avoid traffic congestion.

- (ii) The Government had spent a lot of money on building cross-border infrastructure. However, when developing new towns (including Tai Po, Sheung Shui and Fanling), it did not provide any supporting facilities. He said that after the commissioning of Tsing Sha Highway, the traffic congestion on Tai Po Road – Sha Tin had become more serious. Members of the public who had no other options could only use Tai Po Road – Sha Tin. The widening works of Tai Po Road – Sha Tin were not very helpful to alleviate the traffic congestion problem, as the road section near Jockey Club Ti-I College was still a dual carriageway until it reached the vicinity Wo Che Estate, where it became a three-lane carriageway.
- (iii) He asked whether the department would consider building transport infrastructure similar to Kwun Tong or Yuen Long Bypass to alleviate the traffic congestion problem. He said that before the construction of Yuen Long Bypass, all vehicles had to use Castle Peak Road. However, after the construction of Yuen Long Bypass, vehicles heading to Tuen Mun did not have to travel to Yuen Long, and vehicles could also go to Tin Shui Wai directly via Yuen Long Bypass.
- (iv) Cross-Bay Link in Tseung Kwan O would be completed soon, but the department still had no measures to cope with the growing population in Tai Po District and North District. He predicted that the North East New Territories New Development Areas Planning would increase the population of Kwu Tung North and Ping Che by at least 200 000. Meanwhile, more than 80 000 people would move into Queen’s Hill Estate in 2021. However, the department concerned was irresponsible as it did not have any measures to resolve the traffic problems arising from population growth.
- (v) He suggested inviting departmental representatives in charge of road planning at the Plan D and TD to attend the next meeting to deal with the afore-mentioned issues.

70. The Chairman agreed with Mr. YAM Kai-bong’s suggestion in paragraph 69(v). He said that DC Members had put forward their views on traffic matters to various government representatives (including the Chief Secretary for Administration, the Financial Secretary, the Secretary for Development, the Secretary of Transport and Housing, the Director of Planning, and the Director of Transport) in the past. It showed that DC Members were really desperate about the traffic situation in Tai Po District. He understood that the TD’s staff in charge of Tai Po District were also aware of the traffic problems here. However, as they were only responsible for district matters, it was difficult for them to respond to suggestions on traffic planning. As such, they could only respond by citing the “Hong Kong 2030+” study. However, Members knew that the department concerned had already mentioned the “Hong Kong 2030+” study a few years ago, but many projects had not been carried out so far. Therefore, Members found it hard to believe that the study contained any suggestions that could resolve the traffic problems in Tai Po District. He opined that Members should continue to make every effort to take follow-up actions. LegCo Members could even be invited to follow up on the traffic problems in Tai Po District after the commencement of the new LegCo term.

71. Mr. LAU Yung-wai's comments were as follows:

- (i) He suggested the Development Bureau (“DEVB”) and Transport and Housing Bureau (“THB”) be invited to attend the meeting. As the data in the captioned paper were provided by them, if they did not attend the meeting, no one could explain the data. Taking data collection as an example, he said that Tai Po residents kept telling Members that they would like to have more transport services at an earlier time. This clearly showed that the peaks hours in Tai Po District started at 7 a.m. That was why Members suggested collecting data earlier, i.e., roughly between 7 a.m. and 7:30 a.m.
- (ii) The department kept planning the construction of infrastructure in Sha Tin, and had spent at least several years studying Trunk Road T4 project in Sha Tin. As Tai Po District was situated between North District and Sha Tin, all vehicles, especially those departing from North District, had to pass through Tai Po District. However, the department did not put forward any suggestions, such as constructing bypasses and new trunk roads, to improve the traffic problems in Tai Po District. Therefore, he suggested the bureaux be invited to attend the meeting and discuss suggestions for improvement with Members as soon as possible.
- (iii) He hoped that the department concerned would submit more detailed replies to the questions raised by Members at this meeting before the next meeting, so that they could have a thorough discussion at the next meeting. He would also like to continue the discussion on this agenda item at the next meeting.

72. Mr. Dalu LIN's comments were as follows:

- (i) He hoped that the departmental representatives would relay the views put forward by Members at this meeting to the colleagues concerned, and continue to follow up on this agenda item. Regardless of whether the discussion would continue at the TTC, the department still had to assign the colleagues responsible for the issue to take follow-up actions.
- (ii) He opined that not only the TPDC was concerned about the traffic problems in Tai Po District, so were Tai Po residents. Therefore, he hoped that the department could assign colleagues responsible for overall transport planning to deal with the traffic problems in Tai Po District.
- (iii) According to the written reply submitted by the TD and the response from the TD's representative, the department did not have any plans to improve the traffic problems in Tai Po District. The reply revealed the traffic problems in Tai Po District in the past ten years. He asked how department would rectify them.

- (iv) He agreed with Members that the peak hours in Tai Po District were not the morning hours mentioned in the reply. Before he had run for the DC election, he still had to take bus route 74X to go to work in Quarry Bay. In 2018, he had to take a taxi between 7:30 a.m. and 7:45 a.m. so as to leave Tai Po District without encountering any traffic congestion. It could be seen that the situation existed way back in 2018.
- (v) The captioned written reply (Table 2) stated that “It must be stressed that the average speed on shorter road sections is very susceptible to unpredictable conditions... Therefore, the speed recorded on certain road sections has to be interpreted carefully.” He opined that Members had interpreted the data carefully. It meant that there was traffic congestion on the road sections concerned at any time, and this comment was very conservative indeed.

73. Mr. MAN Nim-chi, the Vice-chairman’s comments were as follows:

- (i) He agreed to invite policy bureaux to send officers to attend the meeting for the discussion of this agenda item.
- (ii) He hoped that the TD would carefully study and refer to the data collected by the consultant company.
- (iii) He cited two examples to illustrate how in-bound and out-bound traffic in Tai Po District affected each other, including: (1) A bus accident occurred on Kwong Fuk Road last week. As there were only a few road sections for vehicles to enter Tai Po District, if the public could not use the roundabout to enter the district, they would opt for other road sections, thus causing traffic congestion in Tai Wo as well; and (2) When there was traffic congestion on Tolo Highway, vehicles could not exit Tolo Highway via the roundabout, thus causing traffic congestion in Tai Po District.
- (iv) Residents in North District could at least use Tai Lam Tunnel to go to other areas, and there were three tunnels in Sha Tin District. Nonetheless, there were no tunnels in Tai Po District. Therefore, he hoped that the TD could make efforts to work out a solution.
- (v) The proposal to designate bus lanes on carriageways had been put forward for years, and even Tuen Mun Road had bus lanes. Therefore, he asked whether the department had anticipated such an enormous vehicular flow when it constructed Tolo Highway many years ago. He opined that the department should be forward-looking during the planning, and asked whether the department had explored any measures to cope with the ever-growing population.
- (vi) Citing his own experience, he indicated that as he had to arrive at Hong Kong Island for work at 8 a.m. in the past, he could only take the bus earlier at 6:20 a.m. However, there were a lot of passengers on that bus. Although he could make sure that he arrived at Hong Kong Island at 7:05 a.m. by taking that bus, if he switched to

the bus at 6:40 a.m. instead, he would arrive at Hong Kong Island at 7:45 a.m. and be late for work. Therefore, he hoped that the department could understand the plight of the public who had to leave home earlier to avoid traffic congestion.

74. Mr. HO Wai-lam's comments were as follows:

- (i) He was disappointed with the performance of the departmental representatives at the meeting as they had failed to respond to most of the questions raised by Members, and the written replies submitted were full of errors and omissions.
- (ii) He opined that the Government's policy of increasing the daily quota of one-way permits to 150 had also led to the increase in vehicular flow. The increased population brought about by this policy had taken up some of the existing resources. If the Government proposed unreasonable policies, it would have to bear the consequences. However, the department was currently unable to deal with problem.
- (iii) Although there was traffic congestion every day, the department had not looked into any solutions. Upon the completion of the "Hong Kong 2030+" study, there would be no way to cope with the population growth by then.

75. Mr. Richard CHAN's comments were as follows:

- (i) Regarding Table 1 in the TD's reply about the average vehicular flow (southbound) (per hour) on Tolo Highway (from Kwong Fuk to Ma Liu Shui) in the morning peak hours, he considered it more desirable for the department to set out the average vehicular flow in the southbound direction, northbound direction, morning peak hours and evening peak hours separately.
- (ii) He asked whether the average daily vehicular flow shown in Table 1 in the TD's reply referred to the southbound and northbound daily vehicular flow or one-way vehicular flow. He also suggested the department carefully set out the vehicular flow at different hours. In his opinion, what the table referred to should be the one-way vehicular flow per day on the road sections concerned. In 2018, the average daily vehicular flows in the four tunnels leading to Kowloon added up to 268 220 in total, and the figure for Tolo Highway (from Kwong Fuk to Ma Liu Shui) was 155 300. It could be seen that the average daily vehicular flow in Sha Tin and Ma On Shan was 112 000. The data showed the general situation about the use of Tolo Highway and the four tunnels leading to Kowloon.
- (iii) As new housing estates in Sheung Shui and Tai Po, and new infrastructure in Sha Tin were being constructed, he expected that the vehicular flow would increase substantially in the future.
- (iv) He hoped that the department could provide the average vehicular speed from 7 a.m.

onwards. He said that, for example, he had recently driven to a prison on Hong Kong Island to visit the prisoners. Even if he set off from Tai Po at 8 a.m., it took him at least two hours to arrive at Cape Collinson Correctional Institution.

- (v) Some departmental representatives had stated at the previous meeting that they were currently exploring the possibility of increasing tunnel tolls. However, as shown in the data, the vehicular flow in the three tunnels had remained almost unchanged in the past ten years. Therefore, he opined that this measure would not help resolve the congestion problem.

76. Ms. Summer LEE said that the department's staff in the district were highly concerned about the traffic problems in Tai Po District as they could affect the public directly. She said that some of the improvement measures implemented by the bureau and the department could also improve the traffic conditions in Tai Po District. She said that, for example, Trunk Road T4 in Sha Tin could help improve the traffic in Tai Po District because many vehicles travelled from Ma On Shan to Chak Cheung Street, which was a road section that vehicles from the Science Park had to travel along in order to reach Tolo Highway. Therefore, after Trunk Road T4 in Sha Tin was commissioned, many vehicles departing from Ma On Shan could enter the trunk road instead of Chak Cheung Street. This would help improve the traffic in Tai Po District.

77. Mr. PANG Hiu-fung said that the average daily vehicular flow in Table 1 in the TD's reply referred to the southbound and northbound vehicular flow per day. He would ask the colleagues concerned again about the data in the paper, and whether they had conducted the speed study at 7 a.m. every morning. He apologised for his failure to answer Members' questions in detail at this meeting.

78. The Chairman said that Trunk Road T4 in Sha Tin was expected to be commissioned in 2028 if everything went well. He was not optimistic about whether the trunk road could improve the traffic problems in Tai Po District as the passenger and vehicular flows ten years later would definitely be very different from what they were at present. He suggested inviting the THB and DEVB to attend the special TTC meeting via the Secretariat so as to focus on discussing ways to improve the traffic problems in Tai Po District, including the construction of a new trunk road in Tai Po District leading to the urban area, and continue to discuss the issue at the next TTC meeting.

**VI. Request to reduce the noise nuisance from East Rail Line track maintenance works**  
(TPDC Paper No. TT 49/2020)

79. The Chairman welcomed Mr. LEUNG Man-tik, Assistant Public Relations Manager (External Affairs) of the MTRCL, to attend the meeting for the discussion of this agenda item.

80. Mr. WU Yiu-cheong outlined TPDC Paper No. TT 49/2020.

81. Mr. LEUNG Man-tik responded as follows:

- (i) As the ERL operated for more than 19 hours a day, there was natural wear and tear on the accessories of the tracks. Therefore, the MTRCL had to replace the parts and carry out maintenance works to ensure safety.
- (ii) The service hours of the ERL were from 5:00 a.m. to about 2:00 a.m. the next day. However, as track maintenance works had to be carried out during non-service hours, the MTRCL could only carry out the works after the ERL's service hours. The MTRCL understood that carrying out the works at night would affect residents. In addition to applying for a permit from the Environmental Protection Department ("EPD") according to the legislation, the MTRCL would issue notices to the nearby residents when large machines would be used or loud noise would be generated, subject to the nature of the works project, so as to inform them of the works schedule. In addition, the MTRCL would also adopt noise mitigation measures, such as using noise barriers, so as to minimise the noise generated by the works.
- (iii) Regarding Members' enquiry about the maintenance schedule for the ERL's tracks next to Elegance Garden and Pan Chung in 2021, he said that the MTRCL had drawn up the schedule for the use of rail grinding trains to keep certain track sections in good condition, thereby ensuring the tracks' safety. According to the current works schedule, the MTRCL would carry out track maintenance works at Tai Po Market Station near Elegance Garden and Pan Chung in some evenings in August and September 2020.
- (iv) The MTRCL would carry out non-scheduled maintenance works, such as track replacement, with regard to the track conditions so as to ensure safety. However, as track replacement works were rather complicated indeed and would generate noise, the MTRCL would adopt suitable noise mitigation measures (such as using noise barriers) in accordance with the company's guidelines.
- (v) There were different types of track maintenance works. Some of them were quieter, and some were inevitably louder (such as rail replacement works). In the past six months, the MTRCL had carried out track maintenance and replacement works between Tai Po Market Station and Tai Wo Station at night once to twice per month on average. He hoped that Members and residents would be understanding. It was difficult to generalise all track maintenance works as they involved various processes and had to meet the operational and safety requirements. In addition to complying with the EPD's regulations, the MTRCL also reminded its contractors and employees responsible for maintenance works to minimise the noise and adopt noise mitigation measures while works were in progress.

82. Mr. Nick LAM was concerned about the maintenance works of the ERL tracks next to Elegance Garden and Pan Chung. As this track section was next to Elegance Garden and Tai Po Market, some residents had told him that this track section was noisy when trains were travelling on it. Although the MTRCL stated that the situation would be improved by track grinding, he opined that the noise generated by maintenance works was greater than that by the passing trains. Therefore, apart from adopting noise mitigation measures, the MTRCL also had to avoid affecting the residents in Tai Po Market. In addition, he found that the MTRCL had installed fixed noise barriers along the tracks next to Elegance Garden only, but not at along the tracks near Tai Po Market. Therefore, he suggested the MTRCL install noise barriers at the location concerned to reduce the impact on the public.

83. Mr. WU Yiu-cheong's comments were as follows:

- (i) The MTRCL had just stated that it would issue notices to the nearby residents before carrying out works that might create noise. He asked the channels through which the MTRCL had informed the residents in the past.
- (ii) He hoped that the MTRCL would provide in writing the maintenance schedule for the ERL's track next to Elegance Garden and Pan Chung for the next year, instead of just verbally reporting on the maintenance works in August and September. That was why he asked the MTRCL to provide the maintenance schedule in writing. He opined that the maintenance works mentioned by the MTRCL's representative just earlier came in different categories, including scheduled and non-scheduled track replacement or maintenance works. Therefore, he speculated that the MTRCL might not have provided maintenance schedules for the engineering departments concerned, thus causing scheduled and non-scheduled maintenance works to overlap, which in turn led to a situation where maintenance works had been carried out for three or four consecutive days in the past. If the MTRCL could arrange the maintenance schedules in such a way that scheduled and non-scheduled maintenance works were carried out separately, it could prevent residents from being disturbed by works being carried out one after the other. Therefore, he hoped that the MTRCL could provide the current schedule of scheduled maintenance works and notify the residents. He opined that the schedule would help the MTRCL arrange for maintenance works more properly.
- (iii) Although the construction of noise barriers could help reduce noise, it could not resolve the noise problem completely. He opined that whether the noise problem could be relieved effectively depended on whether the MTRCL had adopted adequate noise insulation measures during the maintenance works. Although the MTRCL stated that it would use noise barriers during the maintenance works, he did not see any engineers using them in the photos provided by residents. Instead, he could

clearly see sparks generated by welding. It was probably because noise barriers were not completely soundproof. Therefore, he opined that the MTRCL still had to enhance the noise insulation measures. He also hoped that the MTRCL could explain in greater detail the noise insulation measures it had adopted so that Members could study them.

- (iv) He opined that the ERL tracks were so long that they covered many different areas. Some of them, such as Hung Hom and Kowloon Tong, were close to people's homes. Therefore, he believed that the MTRCL should have received complaints from elsewhere in addition to the TPDC. He asked whether the MTRCL could provide the noise blackspots relating to track maintenance works, and whether there were any ways to identify these blackspots so as to adopt a targeted approach and draw up a more suitable maintenance schedule.

84. Mr. CHOW Yuen-wai agreed that the MTRCL should provide Members with the maintenance schedule. He asked whether the MTRCL had any plans to expand noise barriers. Taking the tracks at Tai Wo Station as an example, he said that this track section was next to Parc Versailles and Tai Po Tau Road and very close to people's homes. He heard that the MTRCL had planned to expand the noise barriers but shelved the plan later. Therefore, he would like to find out more about the situation concerned. In addition, he learned from news reports that an MTR assistant at Tai Wo Station was suspected of having contracted Wuhan pneumonia. Although the content of the reports was contradictory, Members were very anxious about the situation and had received lots of enquiries from the public. Therefore, even if the issue was not related to this agenda item, he would like the MTRCL's representative to respond to it.

85. Mr. WONG Siu-kin's comments were as follows:

- (i) Initially, he believed that the public could complain to the EPD about the noise caused by the MTRCL's maintenance works at night. However, as the MTRCL had applied for a permit for the works concerned, it meant that no regulations could deal with the noise caused by the MTRCL.
- (ii) Although he agreed that the MTRCL should provide residents with the maintenance schedule, which could be helpful to some extent, it would only allow residents to be aware of the maintenance schedule in advance, without reducing the nuisance caused by the maintenance works to the residents. As such, it was an irresponsible act.
- (iii) He asked about the specifications (such as size) of the noise barriers used by the MTRCL at present, and whether other soundproof devices would be installed, such as installing noise barriers above the tents to enclose the maintenance works and block the noise.
- (iv) He asked whether the MTRCL would arrange for maintenance works in summer.

As the public did not use air conditioners in winter, carrying out maintenance works in winter would cause more serious noise nuisance to residents.

86. Mr. YIU Yeuk-sang said that as people's homes near Tai Wo Service Road East and Tong Hang Tung Chuen were located next to ERL tracks, the maintenance works carried out by the MTRCL at night would seriously disturb the sleep of nearby villagers. In this connection, he hoped that the MTRCL would provide the maintenance schedule concerned for them to study whether the schedule could be adjusted. In addition, he said that the use of rail grinding trains would also make a lot of noise. As such, he asked whether noise barriers could be installed around the grinding trains to reduce their noise.

87. Mr. MAN Nim-chi, the Vice-chairman, said that apart from the nearby residents, the workers responsible for the maintenance works also had to endure the noise from the works. Therefore, he asked whether the MTRCL had measured the noise level of the works procedures to ensure that workers were working in a safe and healthy environment. As the EPD had approved the MTRCL to carry out the maintenance works, no other regulations could regulate their noise. To his understanding, the speed of ERL trains used to be higher in the past. However, as some residents had complained that the trains were too noisy when running along certain sections, the MTRCL had slowed down the trains there. It meant that the MTRCL had equipment to measure the noise level of trains or various maintenance procedures. Members understood that the MTRCL had to repair the tracks. However, if the noise from the works was too loud, he wondered if the MTRCL could implement more specific measures, such as carrying out maintenance works every few days, so as to prevent residents from being disturbed incessantly by the noise of the works.

88. Mr. WU Yiu-cheong said that he agreed with the use of noise barriers by the MTRCL. However, as noise barriers could not block the noise completely, he did not believe that using them alone could resolve the noise problem once and for all. Other measures were also very important, such as adjusting the time of maintenance, adopting noise insulation measures during maintenance or identifying noise blackspots. Therefore, the MTRCL also had to consider these measures. He also pointed out that there were different types of noise barriers. The one currently installed in Pan Chung was of the vertical type. However, many other types of noise barriers could block the sound more effectively than the vertical noise barriers could. As such, he asked whether the MTRCL would consider switching to other types of noise barriers in Pan Chung to enhance the noise reduction performance.

89. Mr. LEUNG Man-tik responded as follows:

- (i) The MTRCL notified residents mainly via notices, which were put up at the lobby by housing estate management offices.
- (ii) The maintenance works of the ERL involved certain regular maintenance procedures.

For example, various track sections on the ERL were grinded by track grinding trains to keep the tracks in normal shape. The MTRCL would try to provide a timetable of the track grinding procedure for Members' reference. However, as the ERL's maintenance works were mainly carried out in open space, the works might be affected by weather or emergency maintenance works on other track sections. As such, he could provide Members with some reference materials only.

- (iii) When carrying out procedures that generated loud noises, the MTRCL would follow the EPD's guidelines and use noise barriers to enclose the works sites wherever possible. However, as the works were carried out in open space, the public would inevitably see sparks emitted from welding.
- (iv) As the tolerance of noise varied among residents and storey levels, it was difficult for the MTRCL to generalise the so-called noise blackspots.
- (v) The MTRCL carried out maintenance works throughout the year to maintain the operating conditions and safety of the tracks. Therefore, it was difficult to arrange for the works to be carried out in summer only.
- (vi) Regarding the MTR assistant at Tai Wo Station suspected of having contracted the novel coronavirus, the MTRCL was still looking into the situation. If there was further information, it would inform TPDC Members as soon as possible.

90. The Chairman asked whether the MTRCL could, apart from notifying the housing estate near the track section concerned, also provide the maintenance schedule for the DC Members of the constituencies near the housing estate. In addition, apart from using noise barriers, he wondered if the MTRCL would consider using noise insulation tents similar to a "Mongolian yurt". He said that during the platform widening works, the MTRCL had used tent-like soundproof equipment and carried out the widening works in phases. As such, he asked whether the MTRCL would carry out maintenance works in a similar way so as to reduce the area affected by noise.

91. Mr. LEUNG Man-tik said that different noise insulation measures would be adopted in different works. He would ask the colleagues of the engineering department to examine whether noise insulation measures could be enhanced for maintenance works. In addition, he had to study with the relevant colleagues whether the notice could be issued to the DC Members of the neighboring constituencies.

92. Mr. Nick LAM said that the MTRCL had just stated that it would put up maintenance notices to notify the nearby residents. In this connection, he asked how the MTRCL defined "nearby residents". Although the track section was close to Fook On Building, he was worried that the MTRCL would not put up any maintenance notices to notify the residents there as it might believe that Fook On Building was not in the proximity of the track section concerned. If this was the case, he would like the MTRCL to put up notices in that building. In addition, he agreed with the

Chairman's suggestion that the MTRCL should inform the DC Members of the neighbouring constituencies about the maintenance arrangements and let them assist in informing the residents.

93. Mr. WU Yiu-cheong's comments were as follows:

- (i) He agreed with Mr. Nick LAM's enquiry on how the MTRCL defined "nearby residents", and the Chairman's suggestion that the MTRCL should inform the DC Members of the neighbouring constituencies about the maintenance arrangements. The reason was that the residential buildings near the tracks to be repaired might not be housing estates. For instance, the residential buildings in Pan Chung were scattered throughout the area. If the MTRCL informed the village head only, the village head might not be able to notify all the villagers. Therefore, it would be better to notify DC Members.
- (ii) He hoped that the MTRCL's representative would relay the proposal to study noise blackspots, as the MTRCL could use certain data (such as the number of complaints) and the professional knowledge of the colleagues at the engineering department to find out and determine whether the track sections concerned were noise blackspots, so as to enhance the noise mitigation measures (such as the use of soundproof tents) at the blackspots.
- (iii) He suggested the MTRCL consider modifying the design of the existing noise barriers by, for example, adopting a cantilevered or an enclosed design.

94. Mr. LEUNG Man-tik said that he could send the maintenance notice to DC Members personally where necessary. In addition, he had to ask the colleagues concerned about the proposal to modify the design of the existing noise barrier before taking follow-up actions with Mr. WU Yiu-cheong.

95. The Chairman said that the MTRCL had arranged for former DC Members to inspect track maintenance works at night over a decade ago. Therefore, he suggested the MTRCL's representatives arrange for an inspection again to familiarise Members with the noise insulation measures adopted by the MTRCL.

## **VII. Request for the Highways Department to explain the bumpiness of roads in the district** **(TPDC Paper No. TT 50/2020)**

96. Mr. MAN Nim-chi, the Vice-chairman, outlined TPDC Paper No. TT 50/2020. He also said that apart from the three locations mentioned in the paper, the roundabout at Fu Shin Estate Bus Terminus also had an uneven road surface. He added that a staff member of the HyD had explained to him that the pavement works would create an impact as the intersection between On Cheung Road

and On Chee Road was a traffic hub.

97. Mr. SIU Wai-kwan responded as follows:

- (i) As regards Tai Po District, the HyD also paid extra attention to the three locations mentioned in the paper (namely the crossroad between On Cheung Road and On Chee Road, the crossroad between Kwong Fuk Road and Po Heung Street, and the crossroad between Nam Wan Road and Kwong Fuk Road). Therefore, in addition to sending staff to inspect the above road sections on a regular basis, the department also sent staff to conduct on-site inspection of the road conditions after heavy rains. If they found that the road surfaces were not in good condition, they would immediately arrange for restoration works.
- (ii) If the department spotted or was informed of road damage, it would immediately carry out temporary restoration works, which would generally be completed within 24 hours, with a view to repairing the road for public use as soon as possible. In addition to carrying out temporary restoration works, the department would also plan for permanent restoration works at the same time, including road repair works as well as cold milling and resurfacing works with the use of thermal patchers. Due to the large scale of permanent restoration works, it was inevitable that the nearby traffic would be affected and some noise would be created during the construction. Therefore, not only the contractor had to draw up temporary traffic arrangements for the restoration works, the department also had to apply for an excavation permit from the relevant approving department and a construction noise permit from the EPD. Only after the above applications had been approved and road closure notice issued could the department carry out the restoration works.
- (iii) As vehicles often braked and turned at crossroads, crossroads were more prone to wear and tear than straight roads. Furthermore, these driving methods would also cause serious damage to the bitumen on the road. With many heavy buses crossing the above three crossroads every day, the road surfaces there wore down more rapidly. In addition, some other factors also affected the durability of road surfaces, including erosion by the chemicals used in vehicles, and abrasion by hard objects carried in rainwater during rainy seasons.
- (iv) In the past, the department had been carrying out a number of restoration works of different scales at the three crossroads mentioned above, and had tried to make the roads more durable using various methods. The department had considered switching to other paving materials, including concrete as suggested by Members. Concrete was more wear-resistant and could better withstand erosion by chemicals. However, if it was damaged, it would take longer to repair as the procedures involved excavating the entire piece of hard concrete and waiting for the resurfaced concrete to set. As such, the roads would to be closed for a longer period of time.

Therefore, concrete was only used for resurfacing bus turning areas and village roads where the vehicular flow was limited. In addition, as vehicles would also make a louder noise when running on concrete roads, they opined that this situation did not meet the public's expectations.

- (v) The department had recently developed a brand-new bituminous material which was more durable than the existing one. Therefore, it had immediately planned and arranged for road resurfacing works. The progress and arrangements of the works were as follows: (1) The crossroad between On Cheung Road and On Chee Road: The department was currently applying for an excavation permit, and the works were expected to be carried out between September and October 2020; (2) The crossroad between Kwong Fuk Road and Po Heung Street: The department concerned had issued the excavation permit, and the department was currently applying for a construction noise permit. The works were expected to be carried out between August and September 2020; and (3) The crossroad between Nam Wan Road and Kwong Fuk Road: Having carried out road restoration works there earlier, the contractor was currently closely monitoring the situation, and would carry out road resurfacing works in a timely manner. As Members were highly concerned about the situation at the crossroads, the department had prepared the design of temporary traffic arrangements and other preliminary work to ensure that the road resurfacing works could be launched immediately if the road conditions deteriorated in the future. The department would continue to closely monitor the road conditions at the three locations above. If necessary, it would carry out temporary restoration works immediately to ensure the safety of road users.

98. Mr. SO Tat-leung said that as concrete mixers often travelled on Sam Mun Tsai Road and Ting Kok Road near the factory of K. Wah Construction Materials Limited in his constituency, the surfaces of the road sections concerned were more seriously damaged. In this connection, he asked whether the department had regularly inspected or repaired the road sections concerned.

99. Mr. WONG Siu-kin's comments were as follows:

- (i) He was highly concerned about this issue, and opined that the roads were not only bumpy, he could even call them "damaged roads".
- (ii) He had witnessed a dangerous, life-threatening incident caused by road damage at the crossroad on On Cheung Road near Tai Po Centre. He said that gravel on the roads might not have much impact on private vehicle drivers, but a huge impact on motorcyclists, who could be easily involved in traffic accidents when running on gravel roads. He had seen a motorcycle fall to a side while running on a gravel road. Fortunately, as no other vehicles were following, no more serious traffic accidents ensued. In addition, pedestrians waiting to cross the crossroad would be hit by the

gravel kicked up by vehicles. That was why he called the crossroad a “damaged road”.

- (iii) He opined that while many vehicles travelled across the above three crossroads, the road surfaces had remained damaged for years. He asked whether there was any problem with the road paving method adopted by the department.
- (iv) He asked whether the department would use other methods to pave the roads accessed by more heavy vehicles.
- (v) Regarding the bituminous material which the departmental representative described as newly developed, he asked whether the material had other shortcomings despite its improved strength, and whether it had been used by the department. He was worried that if the department had never used the material in the past, it could not guarantee that the material would out-perform the old one.
- (vi) He asked what “cold milling and resurfacing works” and its relevant procedures referred to.
- (vii) The vehicular flow on Tolo Highway was dozens to hundreds times higher than that on the three crossroads mentioned above. However, he rarely saw damaged road surfaces on the highway. As such, he asked whether the department used other special materials to pave the expressway surfaces.

100. Mr. YAM Kai-bong’s comments were as follows:

- (i) Members had also brought up similar issues in the past two years. He said that after heavy rains, the roads were often severely damaged. Not only did the road surfaces become uneven, but there were potholes too. These conditions affected not only motorcyclists but also private vehicle drivers, or even caused damage to the equipment on the vehicles. Therefore, the department should not ignore them.
- (ii) He suggested the department use road sweepers to clear the gravel first, because the more gravel a vehicle ran on, the more it would damage the road surface. If the gravel was not cleared, the potholes on the road would become larger and deeper. Moreover, the gravel or bitumen debris in the potholes would also be kicked up by vehicles running on them. Some members of the public had even told him that their vehicles had been hit by gravel that had been kicked up. Therefore, he suggested the department use road sweepers or send staff to clear the gravel nearby after maintenance works were completed. If the gravel was not cleared, it would only further damage the road surfaces on rainy days, and even more so on the temporarily resurfaced roads. Therefore, he opined that it was very important to clear the gravel on the road.
- (iii) For instance, at the roundabout next to Fu Shin Estate Bus Terminus, buses departing

there had to make a big turn around the roundabout, causing huge damage to the road surface there. In addition, the road surface of the left turn from Fortune Plaza to On Chee Road was so damaged that vehicles passing by were put in danger.

- (iv) He asked how the department would follow up on the potholes that emerged on the roads after heavy rains.
- (v) When Members saw damages on the road, they would sometimes report the incident via “1823 Citizen’s Easy Link” or to the departmental staff. He understood that it took time for the department to arrange for road restoration works. However, as the department had failed to arrange for the works soon enough, there were more and more potholes on the roads, causing trouble to the public. For example, he said that after Members had requested to resurface the road surface of the roundabout next to Fu Shin Estate Bus Terminus, it took four to six months to complete the road resurfacing works.

101. Mr. Nick LAM said that before he became a DC Member, he had on many occasions reported to the HyD that the road surface at the crossroad between Kwong Fuk Road and Po Heung Street had to be repaired. He had also asked whether the department could use new materials to restore the road surface. Therefore, he was happy to see that the department currently planned to use a new material for the restoration works, and asked whether it had used the new material in other districts. If yes, he would like the department to report on the effectiveness of the new material. In addition, he asked whether the department would take the initiative to inspect the road conditions on a regular basis after road resurfacing works. He opined that the department had the responsibility to take the initiative to carry out inspections. If the department found gravel on the road during the inspection, it should send staff to clear it immediately.

102. Mr. LAU Yung-wai’s comments were as follows:

- (i) The road surface at the crossroad between On Cheung Road and On Chee Road had caved in and was so damaged that gravel could be found there. He opined that the road surface was the most dangerous when emergency repair works had just been completed, as large vehicles would kick up gravel when they passed by. When it was raining, the road would even become something like a quagmire. As the location concerned was a crossroad, the four sets of pedestrian signals were synchronised. Therefore, the public was used to crossing the road diagonally, which was dangerous.
- (ii) Most of the buses departing from Tai Po Centre had to travel across the crossroad, thus causing serious wear and tear on the road surface. Apart from emergency restoration works, he asked whether the department had adopted other measures there, such as enclosing the area in the evening and using new materials to carry out more effective road restoration works. Otherwise, emergency road restoration

works alone was merely a temporary rather than permanent solution.

- (iii) He was glad to see the department plan to use a new material to restore the road. However, considering the improved strength of the new material, he asked whether vehicles would make a louder noise when traveling on the road paved with the new material. He asked the department to answer this question first.

103. Mr. SIU Wai-kwan said that the new material was stronger because of the use of higher-strength adhesives, while the structure of the material (including the amount of bitumen and the size of gravel) remained unchanged. Therefore, he expected that vehicles would not produce a louder noise when travelling on the road paved with the new material.

104. Mr. LAU Yung-wai continued that the department had mentioned a material that could reduce the noise of moving vehicles despite its lower durability. That material was obviously not the new material they were talking about. In addition, according to the departmental representative, the new material had an improved strength and did not have the shortcomings of the old one. Therefore, he brought up the following locations where he hoped that the department would use the new material to pave the road surface, so as to improve the road conditions and prevent noise created by vehicles travelling there. These locations included the corner at Serenity Park near the petrol filling station, Ting Tai Road, and the road section between Ting Tai Road and Tai Po Tau Bus Terminus. In the past, the department used higher-strength materials to pave straight road sections, such as the one off Tai Wo Centre. However, as many roads at Tai Po Centre had been damaged, vehicles would make noise when they were travelling past. Therefore, he would like the department to follow up on the situation.

(Post-meeting note: Regarding paragraph 104 above, the HyD added that the new bitumen was not a low-noise material. However, compared with the original bitumen at the crossroad mentioned in the captioned paper, the noise generated by vehicles traveling on the new bitumen road was similar to that on the original bitumen road.)

105. Mr. YIU Yeuk-sang pointed out the locations of the damaged roads in his constituency as follows:

- (i) The road surface of Tai Wo Service Road East, which was managed by the TPDO, was more severely damaged than that of Tai Wo Service Road West, which was managed by the HyD. As the department concerned had not carried out any road surfacing works on Tai Wo Service Road East for quite a while, and had only used cement to fill up the potholes under the flyover there, the originally caved-in potholes had popped up, and it did not help improve the road condition.
- (ii) The road surface of the new roundabout on Tai Wo Service Road East was in very good condition. However, the road section leading to the new roundabout was

severely damaged.

- (iii) The trail leading to Hong Lok Yuen had been leased to the staff of the CEDD, Drainage Services Department, and Highway Section under the HyD. As their large vehicles often travelled on the trail, the trail and the main road off Hong Lok Yuen had been damaged. However, the HyD had restored the road surface of the main road only, but not the surface of the trail. Therefore, the gravel on the trail got stuck in the tyres of the vehicles passing by. Vehicles travelling on the main road would also damage the road surface. As the large vehicles of the departments concerned often travelled on the trail, he suggested the department restore the surface of the trail with the materials used to repair the main road, so as to enhance the durability of the road surfaces.

106. Mr. SIU Wai-kwan responded as follows:

- (i) The captioned paper only mentioned the problem about the road surface at the three crossroads above. Therefore, he asked Members to provide location maps of the other roads mentioned above after the meeting so that the colleagues concerned could take follow-up actions.
- (ii) As gravel would affect road conditions, the departments concerned would be asked to clear gravel more frequently where necessary. Mr. WONG Siu-kin noticed that the road surface at the crossroad between On Cheung Road and On Chee Road had been damaged. It was precisely because the gravel carried in rainwater had been rubbing against the existing damaged areas on the road surface, and the tyres had been rubbing against the road surface too. As such, the potholes on the road had become larger, resulting in a damaged road. As this situation had a great impact on the road surface, the department would always visit the crossroad to inspect the road conditions after raining. In fact, the department had carried out a number of permanent road restoration works at the crossroad between On Cheung Road and On Chee Road to improve the road surface. Cold milling and resurfacing works referred to the use of machines to shave off the existing bitumen on the road surface, followed by resurfacing the road with new bitumen. Although the department had carried out cold milling and resurfacing works of different depths and scales in the past few years to improve the road conditions at the crossroad, the outcome was still unsatisfactory. Therefore, when they had the option to choose new materials, they had immediately arranged for road restoration works at the afore-mentioned crossroad again.
- (iii) He anticipated that vehicles running on a road paved with new materials would not make a loud noise. Before the development of the new material, the department had been using the most abrasion-resistant bituminous materials. Subsequently, the department had tested the new material and found that it could better withstand

abrasion than the original bituminous material. Therefore, they would also like to resurface the road as soon as possible to see the outcome. The department had paved the roads in other districts with the new material on a trial basis. Although it took time before the outcome was noticeable, they were confident that the new material was more effective.

- (iv) After paving the road with the new material, the department would definitely take the initiative to check the outcome more frequently so as to see whether the material met the department's expectations. After observing the outcome for a certain period of time, he would report to Members on the effectiveness of the new material.
- (v) If there were potholes on the road surface after raining, the HyD would immediately carry out emergency restoration works and plan for permanent restoration works (namely road resurfacing works) at the same time, which however would take longer to be arranged. The department carried out emergency road restoration works after raining because potholes could cause immediate safety problems on the road. The procedure concerned was to lay bitumen on the caved-in road surface as a temporarily measure to deal with the uneven road surface. Therefore, whenever a heavy vehicle passed by, the newly filled road surface would wear down again in a short period of time, and hence more gravel would be produced compared with the amount before the works were carried out. Therefore, Members might mistakenly believe that the situation was more serious than that before the works were carried out. Although it appeared to be the case, the fact was that carrying out emergency repair works to fill up the caved-in areas in potholes could help reduce imminent danger. As regards other works that had a better restoration effect, such as cold milling and resurfacing works, the department needed more time to make the arrangements, such as applying for excavation and construction noise permits. Therefore, the works could not be carried out immediately. He hoped that the use of the new material for road restoration would reduce the number of similar temporary repair works.

107. Mr. AU Chun-ho said that the concrete road surface at the pedestrian crossing near Tai Yuen Estate leading from On Po Road to Tai Po Plaza had been damaged for a long time. Despite repeated restoration works, the situation had not improved, and the nearby residents often tripped over on it. As the location concerned was the junction for buses to go to Tai Po Centre, it was difficult to enclose it completely to carry out the works. Members had suggested the road section concerned be enclosed partially for the works, but the departments concerned stated that the suggestion was not feasible. He asked the department to take follow-up actions as the location concerned had not been repaired for years. In addition, to his understanding, Mr. MAN Nim-chi, the Vice-chairman, informed the departments concerned about the damaged road at the crossroad between On Cheung Road and On Chee Road in April 2020. As such, he asked why the restoration works were still expected to be carried out between September and October 2020.

108. Mr. AU Chun-wah's comments were as follows:

- (i) A few years ago, a vehicle travelling on Tolo Highway was hit by gravel kicked up from the road, and was damaged as a result. In this connection, he asked which department was responsible for compensation in the event of similar incidents.
- (ii) There was stagnant water at the edges of many pedestrian crossings (namely the intersection between the carriageway and the pedestrian way) at Tai Po Centre. Even if works had been carried out, the situation had not been improved, and there were still puddles at the pedestrian crossing. As such, members of the public had to step over them when crossing the road. However, there was also a tactile guide path between the carriageway and pedestrian way, and the oil stains on the road made the road so slippery that several residents had taken a tumble there. He had repeatedly complained to the department for years, but the problems remained unresolved. As such, he hoped that the department would take follow-up actions.
- (iii) Several road sections where buses had to pass through were severely damaged, including the crossroad at Fortune Plaza, the road sections near Tai Po Civic Centre and Kwong Fuk Road. While these road sections were bumpy, some buses did not slow down when travelling on them. Although no accidents had taken place, it was still fairly dangerous. As the department stated that it would take some time before the road restoration works could be arranged, he would like to know the reasons. He understood that the cold milling and resurfacing works were of such a large scale that they would also affect the nearby residents, such as their sleep. However, he opined that traffic safety was more important than the sleep quality of the public.

109. Mr. MAN Nim-chi, the Vice-chairman's comments were as follows:

- (i) Regarding the cold milling and resurfacing works, he asked whether the department would only put on a new layer of bitumen after removing the original bitumen from the road surface, without using other materials (such as wire mesh, hexagonal wire mesh, etc.). If the road surface was paved with only a layer of concrete or bitumen without other materials, it would be damaged again after some time. Therefore, he asked how the department would ensure that the damaged road surface could be repaired by laying the new material alone.
- (ii) To his knowledge, bar bending involved the procedures of laying concrete and facades, during which the other materials mentioned above would also be used for extra support. In this connection, he asked whether this practice was not suitable for paving roads.
- (iii) During the social movements in 2019, buses sometimes did not travel across the intersection between On Cheung Road and On Chee Road, but instead headed to Tai

Wo Road via On Po Road before turning left onto Po Heung Bridge. In this connection, he suggested the HyD, TD and bus company examine whether it was possible to arrange for the buses departing from Tai Po Centre Bus Terminus to travel to Kowloon via the carriageways other than the afore-mentioned crossroad during non-peak hours.

110. Mr. YIU Kwan-ho said that as more buses and transportation vehicles turned right from the intersection between Kwong Wang Street and Plover Cove Road (near Wang Fuk Court), putting pressure on the road surface, he asked whether the department concerned would carry out road improvement works there. In addition, in view of the large number of buses travelling on certain road sections, he asked whether the departments concerned would consider diverting some of the bus routes instead of using the same road sections, so as to reduce the burden on the road.

111. Mr. SIU Wai-kwan responded as follows:

- (i) He asked Members to provide the location maps of the other roads mentioned above after the meeting so that the colleagues concerned could take follow-up actions.
- (ii) Regarding the concrete road surface of the pedestrian crossing on On Po Road near Tai Yuen Estate leading to Tai Po Plaza, he would ask the colleagues concerned to follow up on the situation there. If the situation was serious, the department would also make plans for improvement.
- (iii) Regarding Members' enquiry about why the restoration works at the intersection between On Cheung Road and On Chee Road were not expected to be carried out until sometime between September and October 2020, he said that the department had to obtain the relevant permits from different departments before the works could commence. As the scale of this project was larger than any previous ones, and its impact on traffic was relatively huge, the approving departments were highly concerned about it. Therefore, the department had to submit better temporary traffic arrangements to secure the approval from the departments concerned. He added that the captioned paper mentioned two other crossroad restoration works. One of them had been granted a permit by the departments concerned. Although the other one (namely the crossroad between Nam Wan Road and Kwong Fuk Road) had not been granted a permit, the department had prepared the design of temporary traffic arrangements and other preliminary work to ensure that the resurfacing works could be launched immediately if the road conditions deteriorated in the future.
- (iv) The HyD was responsible for studying whether more durable materials could be used to improve the road surface by increasing its durability against vehicular flow. As regards Members' proposal to divert some of the bus routes to reduce the wear and tear on the road, the TD was responsible for studying it.

- (v) The department would first use the new material for the restoration works at the two crossroads mentioned in the captioned paper. The department had used the original materials to repair the above locations many times, but the outcome was not as good as expected. That was why the department would use the new material. If the outcome was good, the department would consider using the new material to restore other roads with high vehicular flow. As it took time for the outcome to become noticeable, he would reply to Members later as regards whether the new material could be used to restore other road surfaces.
- (vi) He had to have an in-depth understanding of the causes for the stagnant water on the afore-mentioned road sections at Tai Po Centre, and asked Mr. AU Chun-wah to provide the relevant photos after the meeting for the colleagues concerned to take follow-up actions. In addition, he also asked Mr. AU Chun-wah to provide more information on the slippery road sections in order to find out the reasons. In addition, he added that neither bitumen nor concrete would make the roads slippery under normal circumstances.
- (vii) During the cold milling and resurfacing works, bitumen would be removed from the road surface. When laying new bitumen, hexagonal wire mesh would not be put in it as it was only used with concrete to enhance the effectiveness. The use of bitumen alone would meet the department's requirements for paving roads. In addition, he would provide Mr. MAN Nim-chi, the Vice-chairman, with more supplementary information about the bitumen paving procedures after the meeting.

112. Ms. Summer LEE said that as the road restoration works at the crossroad between Kwong Fuk Road and Po Heung Street would have an enormous impact on traffic, the TD had on numerous occasions discussed the temporary traffic arrangements with the HyD's contractor. The contractor had suggested arranging for vehicles to travel in the opposite direction. However, given that this arrangement was rather dangerous, the department eventually believed that diversion was the best arrangement. However, it had to study in detail how this arrangement could be implemented.

113. Ms. Flora MA understood that the weight of buses would put pressure on the major junctions. As such, the TD had been studying the diversion measures in Tai Po District or the proposal to construct road facilities (such as Kwong Fuk Bridge) on a continued basis so as to divert vehicles and reduce the pressure on the road. The vehicular flow in the district would be studied as well. In addition, if changes in bus routes would not affect the existing passengers, the department would make every effort to facilitate it and consult Members about the arrangements.

114. The Chairman asked Members to provide the HyD's representatives with information on the afore-mentioned locations that required follow-up actions by the department after the meeting.

115. The Chairman announced a recess.

116. The meeting resumed afterwards.

**VIII. Matters relating to electric mobility devices**

(TPDC Papers No. TT 51/2020, No. TT 51A/2020, No. TT 52/2020 and No. TT 52A/2020)

117. The Chairman welcomed Mr. YEUNG Chin-ho, Daniel, Engineer 6 / Walkability of the TD, to attend the meeting for the discussion of this agenda item.

118. Mr. LAU Yung-wai outlined TPDC Paper No. TT 51/2020.

119. Mr. YIU Yeuk-sang outlined TPDC Paper No. TT 52/2020. He also said that Tai Po District had more rural areas, and the traffic in the district was more congested. If residents were allowed to use electric mobility devices in the district, the traffic congestion problem could be alleviated. According to Members' observations, even though the use of electric mobility devices had not been legalised yet, many members of the public were already using them in Tai Po District. Therefore, he opined that if Tai Po was included in the on-site pilot scheme and the devices were subject to regulation, it would be better than completely prohibiting the public from using them before legalisation.

120. Mr. Daniel YEUNG outlined TPDC Papers No. TT 51A/2020 and No. TT 52A/2020.

121. Mr. YIU Kwan-ho's comments were as follows:

- (i) Pak Shek Kok was close to the Science Park, and the cycle track near the Science Park was also connected to Pak Shek Kok. As such, he asked whether the coverage of the on-site pilot scheme carried out at the Science Park would stretch to the road section between Sha Tin and Tai Po, while the road section next to the Science Park would not be covered by the scheme.
- (ii) As the cycle track near the Science Park was used by many cyclists on holidays, he asked whether the traffic flow on the cycle track would be affected if there was a speed limit for electric mobility device users.
- (iii) He asked about safety issues, including whether electric mobility device users had to wear helmets, and what should be done in case of accidents.

122. Mr. MAN Nim-chi, the Vice-chairman's comments were as follows:

- (i) He asked about the speed limit imposed by the department on electric mobility devices, and whether their models and usage would be regulated. He said that some

electric wheelchairs had quite a high speed, whereas electric scooters and electric unicycles were slower. He opined that electric scooters and electric unicycles were safer than other electric mobility devices as the users could maintain their balance in case of accidents. However, electric wheelchairs were larger, and most of the users were people with disabilities who might not be able to notice the surroundings. As such, they might be more reckless and even cross the road on electric wheelchairs. Although some users had installed rear-view mirrors or flash lights on their electric wheelchairs, he still opined that it was not safe to use electric wheelchairs on the carriageway.

- (ii) He asked whether the TD would invite the Electrical and Mechanical Services Department to find out more about electric mobility devices, such as their power output and efficiency, so as to examine ways to regulate them.

123. Mr. LAU Yung-wai's comments were as follows:

- (i) If electric scooters or pedelecs were allowed on cycle tracks, but the users used them on pedestrian ways in violation of the regulations, he wondered whether the department had specific rules or legislation to regulate them. He indicated that many people often cycled on the pedestrian ways in town centre (such as Tai Po Old Market, Treasure Garden and Eightland Gardens) at present. They ignored the regulations and cycled in a reckless manner. If the users of electric scooters were also reckless but no regulations were put in place, it would be difficult to regulate their behaviours. He said that, for example, he had seen a cyclist involved in a hit-and-run accident, but the police officers chasing him had failed to capture him. As electric mobility devices had an extremely high speed (for example, he had heard that the speed of the electric mobility device used by a Sha Tin DC Member was up to 20 km/h or so), he opined that the department also had to draw up specific measures to deal with potential problems.
- (ii) He opined that it was impossible to prove that electric wheelchair users needed to use electric wheelchairs because of their physical disabilities. Therefore, the department also had to examine ways to prevent or deal with this situation. He said that some residents had told him that some people without disabilities used electric wheelchairs as a means of transport. He was worried that they would travel fast on the road. As such, he opined that the department also had to draw up regulatory measures.
- (iii) He hoped to report to the department on the possible impact of the amendment to the legislation first, so that the department could explore measures to deal with the impact. By doing so, after the amendment was officially passed, the public would be benefited as he opined that electric mobility devices were a convenient way of getting around.

- (iv) He was pleased to see that the Government was committed to encouraging the public to go out by bicycle. However, if the policy concerned did not include any appropriate measures or regulatory plans for the HKPF to take action, other problems would arise. This situation was similar to the drawing of double yellow lines on the road by the TD. If the HKPF did not prosecute the illegally parked vehicles on double yellow lines, the problem would not be rectified even if the department had drawn up the measures.
- (v) He suggested the department refer to the measures adopted in other places when drawing up the regulations on electric mobility devices. In Japan, for example, after the purchase of electric vehicles, it was necessary to go through an authentication process where the vehicle owners had to register by entering their personal information. In case of accidents, the police could identify the people involved.

124. Mr. YAM Kai-bong's comments were as follows:

- (i) In view of the increasing number of electric mobility device users, Members had discussed the issue in 2019.
- (ii) He was pleased to see the Government launch the on-site pilot scheme.
- (iii) As bicycles were allowed on cycle tracks and carriageways at present, he asked whether electric bicycles could only be used on cycle tracks, and whether electric mobility devices were allowed on carriageways.
- (iv) Due to the high speed and power of electric mobility devices, he was worried whether they would threaten the safety of other road users. In this connection, he asked whether the department would require users to apply for a licence, provide relevant information for registration or produce a certificate after the amendment to the legislation concerned, so that law enforcement departments could enforce the law according to the legislation. If a speed limit was set up without any measures in place, he was not certain whether the offenders would be prosecuted.
- (v) He asked whether the HKPF was responsible for law enforcement and how the HKPF would enforce the law. The public was also concerned whether there were any effective tools for law enforcement after the legislation was enacted.
- (vi) He asked for information about the accidents involving electric mobility devices, including the statistics and causes of the accidents.

125. Mr. TAM Yi-pui's comments were as follows:

- (i) He supported the use of electric mobility devices, which he believed could make up for the shortcomings of bicycles. Although he liked cycling and even rode a bicycle as a means of transport in winter, he encountered many difficulties in the process.

For instance, it was difficult to cycle up and down the ramps. Nonetheless, if the use of electric mobility devices was allowed, this problem could be resolved, and the current traffic problems could be alleviated as well.

- (ii) To his knowledge, some residents in other constituencies were planning to set up an association to promote the facilities for and the regulation of electric bicycles.
- (iii) The use of electric mobility devices for commuting purposes could help reduce road traffic. Therefore, encouraging the public to use such devices was one of the solutions to the shortage of parking spaces, and traffic congestion could be alleviated accordingly. This method was especially suitable for rural areas, where the roads should not be widened too much so as to protect the rural environment. Encouraging the public to use electric mobility devices not only could help reduce vehicular flow, but also had a less impact on the environment than road widening works did.
- (iv) Although the use of electric mobility devices could bring about the afore-mentioned benefits, it had some disadvantages too. For example, there had been a fatal accident involving an electric scooter in Tai Po District, as well as some accidents (such as battery explosions) due to the faulty designs of such devices. Therefore, he opined that the Government had to regulate such devices (in terms of speed and design, for example) so as to reduce risks. For instance, his friend, who was keen on using electric mobility devices, also believed that the Government had to enhance the regulation so that users could use them with less worries.
- (v) He opined that the department could consider issuing licences to the users of electric mobility devices. Although such devices were outnumbered by bicycles, they were indeed more dangerous than bicycles. Therefore, he opined that the licensing system could help regulate the users.

126. Mr. Daniel YEUNG responded as follows:

- (i) The Department agreed that a policy framework had to be formulated to regulate electric mobility devices in a proper manner. Therefore, it would further formulate relevant regulatory and technical requirements, including speed control, safety equipment requirements (such as helmets), technical specifications (such as size and battery safety), age limit of users, whether registration or licensing was required, and the introduction of penalties, etc., and would study the feasibility of the penalties. In this connection, the department had also set up an inter-departmental working group to study the above regulatory and technical requirements. Meanwhile, the HKPF had also sent officers to attend the inter-departmental working group meetings to study the law enforcement issues.
- (ii) Hong Kong was densely populated, with high vehicular flow and frequent roadside

activities. Furthermore, the existing road infrastructure design was vehicle-oriented, without any bicycle lanes on the road. Therefore, the use of electric mobility devices on the road had safety concerns. As such, the department believed that personal electric mobility devices and pedelecs were more suitable on cycle tracks and should not be allowed on carriageways.

- (iii) The department had received complaints from the public about the abuse of electric wheelchairs. As such, the inter-departmental working group would also explore ways to deal with it.
- (iv) He had noted and would consider Members' suggestion to refer to the approach adopted in Japan.
- (v) The information on accidents involving electric mobility devices had to be provided by the HKPF.

127. Mr. YIU Yeuk-sang asked the department again whether it had decided to include only the Science Park and Tseung Kwan O in the on-site pilot scheme but would not consider including other districts. He opined that the cycle tracks in Tai Po were well-designed. As such, he hoped that the department would consider including Tai Po in the on-site pilot scheme, which would not only help reduce vehicular flow in the urban and rural areas in Tai Po and alleviate the traffic problems in the district, but would also provide the residents in rural areas with an alternative means of transport. For example, if the pilot scheme was implemented in Tai Po District, members of the public could use electric mobility devices to go to the Science Park and Sha Tin. This could help relieve traffic congestion on Ting Kok Road, and the road sections leading to Tai Po town centre and Sha Tin might no longer be congested. In addition, he was glad to see the department launch the pilot scheme and impose regulation, and agreed that it had to regulate electric mobility devices.

128. Mr. WU Yiu-cheong's comments were as follows:

- (i) He opined that new technologies could benefit the public only when they were applied correctly. On more than one occasion, the Government had failed to promote new technologies properly, such as Uber and shared bicycles, as the laws and policies it had formulated did not move with the times.
- (ii) He agreed to launch the on-site pilot scheme for electric mobility devices. However, he had to clarify the actual operation details with the departments concerned. He had received complaints from the public about someone cycling and using electric hoverboards on Ma Wo Road. As electric hoverboards did not make any sound while in motion, and Ma Wo Road was located on a downward slope, the use of such devices there would threaten the safety of nearby residents, and some elderly people had almost got hit. Last weekend, the HKPF conducted operations against the illegal use of such mobility devices on two consecutive days and prosecuted eight

users. In this connection, he asked whether such law enforcement actions were carried out by the HKPF on a regular basis or only on those two days.

- (iii) He asked how the department would regulate the speed limit of electric mobility devices. As the HKPF had failed to initiate prosecution using photos of speeding mobility devices, and it was not possible to determine with the naked eye whether a vehicle had exceeded the speed limit, he hoped that the department concerned could provide an explanation. He opined that the department should not rely solely on the HKPF's law enforcement actions to regulate the speed limits of mobility devices, but should also explore ways to formulate ordinances to regulate them. He said that in other countries, for example, apart from imposing a speed limit on mobility devices, there were also a requirement about the registration of such devices. In this connection, he suggested the department set a maximum speed limit and draw up regulations to prohibit the sale and use in Hong Kong of mobility devices that had exceeded the speed limit prescribed by the department. He opined that these suggestions were more effective than the department's plan to just impose speed limits on mobility devices.
- (iv) He asked about the detailed timetable of the on-site pilot scheme, including the trial period, review period and timetable for extending the coverage of trial area. Taking the shared bicycle scheme as an example, he said that the department stated that it had studied it. Eventually, however, the study report was nowhere to be found.
- (v) The department had just stated that it would consult various stakeholders about the on-site pilot scheme, including Sha Tin District Council, Sai Kung District Council, cyclists, electric mobility device user groups, etc. In this connection, he hoped that the department could provide supplementary information on these groups. In addition to the above groups, he also asked whether the department would consult the actual users of such devices and the affected residents.
- (vi) At present, the department required cyclists to put on protective gear and to install headlights during night-time uses. In this connection, he asked whether the department would adopt the same regulations or other feasible plans to regulate electric mobility device users during the implementation of the on-site pilot scheme.

129. Ms. Olive CHAN opined that electric mobility devices could provide convenience for the public. However, she also said that such devices could run very fast. For example, she had on many occasions seen users crossing the road diagonally and overtaking pedestrians at high speed, and that was very dangerous. In addition, the operation of such devices was so easy that even children knew how to operate them. Therefore, she opined that users had to pass a driving test before using them. Meanwhile, the department should also limit the age of users to ensure road safety. In addition, she had seen someone carrying people on such devices. As such, she asked whether the department would limit the carrying capacity.

130. Mr. Nick LAM said that considering the narrow roads and large number of pedestrians in Tai Po Market, as well as the high speed of electric mobility devices, he agreed that the department had to introduce regulations and require users to pass a driving test. He asked whether the department had drawn up any mechanism to penalise users who had violated the regulations.

131. Mr. LAM Yick-kuen's questions were as follows:

- (i) Would the department control the speed of electric mobility devices by limiting the power of the motors?
- (ii) Some models of electric mobility devices were not suitable on cycle tracks. Which types of electric mobility devices could be used on cycle tracks?
- (iii) If more and more people used such devices on cycle tracks, would the department also require cyclists to wear a helmet on cycle tracks so as to ensure the safety of cycle track users?

132. Mr. YIU Kwan-ho asked whether the department would implement the on-site pilot scheme along the entire Pak Shek Kok Promenade, or only the part of it within the Science Park, as Pak Shek Kok residents were also concerned about the arrangements. In addition, many people cycled on the roads, the seaside and the parks at Pak Shek Kok on holidays, making it difficult for residents to walk from the housing estates to the seaside by crossing the cycle track. Therefore, he asked whether the department had assessed this situation to study the feasibility of allowing the public to use electric mobility devices on the road, and whether it would impose penalties.

133. Mr. Daniel YEUNG responded as follows:

- (i) He noted that many Members were concerned about the details of the on-site pilot scheme. The department was still studying the details, and would hand them over to the inter-departmental working group to determine the details, timetable and locations of the on-site pilot scheme. As the department had to consult bicycle users, electric mobility device user groups and the relevant DCs about the details of the scheme, the timetable concerned has not been drawn up yet.
- (ii) For the time being, the department only planned to implement the on-site pilot scheme at the Science Park and Tseung Kwan O in the second half of 2020. Depending on the effectiveness and outcome of the scheme, the department would review the situations of the cycle tracks in other districts (including Tai Po).
- (iii) In addition to examining the possibility of registration and licensing measures at the inter-departmental working group, the department would also explore whether it was possible to regulate the speed of electric mobility devices through import control.

134. Mr. YIU Kwan-ho said that the cycle track at the Science Park was connected to the one at Pak Shek Kok. If it was later decided that the on-site pilot scheme was implemented on Pak Shek Kok cycle track, the TPDC would have to be consulted as Pak Shek Kok was part of Tai Po District. If Pak Shek Kok cycle track was not included, the pilot scheme would not be complete. If there was further information, he hoped that the department would inform them again.

135. Mr. LAU Yung-wai's comments were as follows:

- (i) He opined that electric mobility devices could accelerate in a short period of time. Moreover, as members of the public could operate them with ease, it was more likely that accidents would occur. He suggested that apart from relying on the law enforcement departments to enforce the law, the department should also educate users and introduce stricter penalties so as to increase the deterrent effect and ensure that the public used such devices more carefully.
- (ii) He opined that the department should explore ways to regulate the behaviours of people using electric mobility devices, and should not allow them to carry people. He said that, for example, if a person was driving the device at a high speed while holding an umbrella, his judgment would be seriously compromised. Therefore, the department should explore ways of regulation.
- (iii) He opined that the department had to regulate the equipment for electric mobility devices, such as requiring the users to wear a helmet.
- (iv) The department should consider measures and penalties for dealing with illegally parked and abandoned electric mobility devices or their accessories.

136. Mr. YIU Yeuk-sang's comments were as follows:

- (i) If the on-site pilot scheme was implemented on the cycle track within the Science Park only, the distance covered would be too short. Furthermore, as fewer people used electric mobility devices to travel to and from the Science Park, the scheme would not be very effective. The trial area had to cover a certain distance, for example, from Pak Shek Kok to the Science Park. Therefore, the department had to consider the size of the trial area carefully.
- (ii) The department had to draw up the timetable of the on-site pilot scheme carefully, including the implementation date, submission deadline of the study report, and the timetable for implementing the measures throughout the territory, so as to avoid delays in implementation.
- (iii) He hoped that the department would include Tai Po District as one of the districts in the on-site pilot scheme.

- (iv) He opined that the public did not have to pass a driving test before using electric mobility devices.
- (v) There should be regulations that prohibited electric mobility devices from being used for carrying people, as was the case with bicycles.

137. Mr. WU Yiu-cheong asked the departments concerned to answer the following questions:

- (i) He asked about the timetable of the on-site pilot scheme, including the implementation date, when the effectiveness report would be submitted, and when the next stage of the scheme would be implemented.
- (ii) The department had mentioned that the stakeholders included cyclist groups and electric mobility device user groups. What groups did they exactly refer to?
- (iii) The HKPF had not responded to the law enforcement issue about the operations against the illegal use of electric mobility devices at present.

138. Mr. Daniel YEUNG responded as follows:

- (i) Regarding the coverage of the on-site pilot scheme, the department had to study with the inter-departmental working group. If Tai Po District was covered, the department would also consult the TPDC at that time.
- (ii) Regarding the timetable of the on-site pilot scheme and the list of stakeholders to be consulted, the department also had to study with the inter-departmental working group. The groups concerned were tentatively composed of bicycle users and electric mobility device users.
- (iii) He had noted Members' views on the issue of abandoned electric mobility devices and the penalties involved. The department would ask the inter-departmental working group to think about them.

139. Mr. TSUI Yik-fuk responded as follows:

- (i) The HKPF would send representatives to attend the meetings of the inter-departmental working group, and would advise on the relevant regulations and law enforcement procedures. Only by then could law enforcement actions be planned in accordance with the new regulations. Therefore, it was difficult for him to provide the information concerned at present.
- (ii) Regarding the statistics on accidents involving electric mobility devices, he would ask the colleagues of Traffic Accident Investigation Section after the meeting to see whether they were available to the Secretariat.

- (iii) According to the prevailing legislation, users of any types of electric mobility devices had to apply for a licence from the TD. If the HKPF suspected that a user used electric mobility devices illegally, the user might have committed the following offenses, including: (1) Driving an electric bicycle without a licence; (2) Driving an electric bicycle without purchasing third party risks insurance; (3) Driving an electric bicycle without wearing a protective helmet; (4) It was also against the law if an electric bicycle's structure or maintenance did not meet the specifications; and (5) If the electric bicycle was driven on pedestrian ways, the user might have violated some of the provisions in the Summary Offences Ordinance in relation to driving on pedestrian ways.
- (iv) The HKPF had incorporated the illegal use of electric mobility devices (including electric unicycles and electric bicycles) into the Selected Traffic Enforcement Priorities in 2020. Traffic New Territories North Headquarters and Tai Po Police District deployed officers to take law enforcement actions every month. Given the higher speed of electric mobility devices, it was difficult to predict the locations of offenses. Moreover, as the law enforcement procedures also involved observing and intercepting the suspected non-compliant users, and delivering electric mobility devices to examination centres, the HKPF had to deploy more police officers to take law enforcement actions. Tai Po Police District had prosecuted a total of five suspects of the afore-mentioned offenses between January and June 2020, and two in early July.

140. Mr. Dalu LIN said that as Members' questions and suggestions had to be submitted to the inter-departmental working group for further study, he hoped that the department would provide Members with supplementary details and information of the discussions after the working group meetings. In addition, he did not understand why the department stated that Tai Po District could not be included in the pilot scheme, when the inter-departmental working group had not yet decided on the coverage of the scheme. He stressed that Members would like to have Tai Po District included in the pilot scheme.

141. Mr. WU Yiu-cheong's comments were as follows:

- (i) He agreed with Mr. Dalu LIN.
- (ii) As most of the questions raised by Members had to be answered by the inter-departmental working group, he found today's discussion rather meaningless. Although he could not understand why the departmental representative was so certain that Tai Po District could not be included in the pilot scheme when the inter-departmental working group had not yet decided on the coverage of the scheme, he hoped that the departmental representative would still relay Members' request, namely the inclusion of Tai Po District in the pilot scheme, to the inter-departmental

working group.

- (iii) Some blackspots of the illegal use of electric mobility devices had emerged in Tai Po District at present (such as rural areas and downward ramps). The HKPF had just stated that it would send officers to combat the illegal use of mobility devices at present. In this connection, he asked whether the police officers would take law enforcement actions during routine patrols, or would do so only when regular law enforcement operations were conducted. He opined that the law enforcement actions taken by police officers during patrols alone were not effective as he had never seen any police officers patrolling the locations concerned (such as Ma Wo Road). It meant that no police officers would take law enforcement actions there to deal with the problem. He suggested the HKPF conduct regular enforcement operations and increase the frequency of operations to enhance effectiveness.

142. Mr. TAM Yi-pui's comments were as follows:

- (i) A cycle track from Tseng Tau Village to Nai Chung was being constructed in his constituency. He opined that as the TD had not yet determined the coverage of the pilot scheme, it could consider including the cycle track concerned as one of the trial locations and designing it for bicycle users and electric mobility device users.
- (ii) More people cycled in Pak Shek Kok and the Science Park on holidays. If the department included the Science Park as one of the trial locations in the on-site pilot scheme, it also had to consider taking countermeasures (such as the design of the cycle track) to cope with the higher traffic flow on the cycle track on holidays. He said that, for example, the department could consider designating different lanes on the cycle track, where the fast lanes could be allocated to users of electric mobility devices, and the slow lanes to cyclists during holidays.

143. Mr. Richard CHAN said that if the department included Sha Tin District and Sai Kung District as the trial locations in the on-site pilot scheme, it was indeed difficult to exclude Tai Po District as Sai Kung North was also part of Tai Po District and could not be separated clearly.

144. Mr. TSUI Yik-fuk said that what he had just mentioned were scheduled law enforcement operations, not the operations conducted during patrols. If the manpower was sufficient, the HKPF would enhance the frequency of operations and take law enforcement actions specifically at the blackspots such as Ma Wo Road, Ting Kok Road and Tai Po Tai Wo Road. The law enforcement operations in early July were carried out at these locations.

145. Mr. Dalu LIN asked the departmental representative to relay Members' views to the inter-departmental working group and inform Members of any updates.

146. Mr. Daniel YEUNG said that he would consider the suggestions.

147. The Chairman said that even if the on-site pilot scheme did not cover Tai Po District eventually, Tai Po District was so close to the Science Park that some people might use electric mobility devices in Tai Po District unknowingly. Therefore, if there were any specific plans for the pilot scheme in the future, he hoped that the department would consult Members at the meeting before implementation.

**IX. Matters arising from vehicle noise problems**

(TPDC Paper No. TT 53/2020 and No. TT 59/2020)

148. The Chairman said that neither the EPD nor the Vehicle Safety and Standards Division (“VSSD”) of the TD could send representatives to attend this meeting. However, they had submitted written replies for this agenda item, and he asked Members to refer to the captioned papers.

149. Mr. AU Chun-wah’s comments were as follows:

- (i) He was not happy that the departments concerned were absent from the meeting again. He opined that the departmental representatives at this meeting could not respond to Members’ questions and suggestions with regard to this agenda item. In addition, when Members expressed their views on vehicle noise problems in the past, some departments had indicated that the EPD was responsible for them. However, the EPD was once again absent from the meeting and only submitted a written reply, obviously showing no respect for the DC. In this connection, he opined that the TTC should write to the EPD and express its strong request for the department to send representatives to attend the meeting. If it still did not attend the meeting, the TTC would keep inviting them to discuss the captioned issue at the meeting until the department did so. He added that the Traffic Wing of Tai Po Police District and the TD alone could not resolve the vehicle noise problem.
- (ii) He had on many occasions asked how the departments concerned would deal with the noise emitted by vehicles travelling on Tai Wo Road at a high speed.
- (iii) Some unmodified vehicles also emitted loud noise. As such, he asked which department was responsible for regulating them.
- (iv) He asked whether the departments concerned could set up temporary roadblocks or other equipment on Tai Wo Road or the road sections with serious vehicle noise problems so as to measure the vehicle noise level. He said that although the HKPF set up roadblocks from time to time, it stated that it would not measure the vehicle noise level when setting up roadblocks, and that the measurement should be taken by

the EPD instead.

- (v) The TD should be responsible for the manufacture issues and licence renewal of vehicles. However, it stated that it was not responsible for such issues. He opined that the departments concerned should no longer pass the buck about the vehicle noise problem, but should attend the meeting to discuss it. If they did not do so, the TTC would keep writing to the heads of the bureaux / departments and the Chief Executive. Although the Government currently paid little regard to the DCs, the vehicle noise problem was closely related to people's livelihood. When he used to be a DC Member of Kwong Fuk and Plover Cove constituency or Tai Po Central constituency, he had received complaints about the vehicle noise problem for years, and vehicle noise could cause nuisance to the residents. Therefore, he strongly requested the TTC to invite the EPD and other departments concerned again to attend the meeting.

150. Mr. Richard CHAN's comments were as follows:

- (i) He agreed that the TTC should write to the departments concerned.
- (ii) The role of the District Officer in the DC was to assist in the co-ordination of various government departments. Therefore, apart from writing to the EPD via the Secretariat, he asked whether the District Officer could help the TTC invite the departments concerned to attend the meeting, instead of solely relying on the Secretariat to do so, as the departments concerned could muddle through simply by submitting written replies. If the District Officer had not provided any assistance in the past, would she do so in the future so that meetings could proceed smoothly?
- (iii) The EPD's written reply stated that the most effective way to resolve the vehicle noise problem was to enforce the law strictly, and they were willing to provide professional acoustic advice for law enforcement purposes. Therefore, he suggested the HKPF and the Secretariat discuss how to write to the EPD to invite it to provide professional acoustic advice. He opined that the EPD was passing the buck to the HKPF. The department stated that the HKPF did not ask them for such advice. Had the HKPF done so, they would be happy to provide it. It was not true that the HKPF did not have the equipment to deal with the vehicle noise problem, as mentioned by the HKPF's representatives at the previous TTC meeting.

151. Mr. TAM Yi-pui said that as the vehicle noise problem was common in Hong Kong, the EPD should not stay away from it. He agreed that the Secretariat should write to the EPD to invite it to send officers to attend the meeting. The HKPF could also asked the EPD for acoustic advice directly or via the Secretariat. Although speeding could lead to safety problems, vehicle noise caused more nuisance to the public. In addition, he asked whether the TD's staff responsible for handling the "Defective Vehicle Report Form" had been invited to attend the meeting.

152. Mr. MAN Nim-chi, the Vice-chairman, said that vehicle noise problem was common in Hong Kong. Meanwhile, he had contacted the staff of the Traffic Wing of Tai Po Police District through the staff of the Police Community Relations Office, and mentioned that he had received a complaint about the speeding problem on Chung Nga Road. He had carried out on-site inspection for a week, but did not see such a situation. As such, he opined that the problem should be an incidental case, or the vehicles concerned had not been speeding but had problems with the exhaust pipe. As the EPD's reply mentioned acoustics issues, he hoped that the HKPF would co-operate with the EPD, for example, by borrowing sound level meters from the EPD, or asking them why some equipment could measure the noise's decibel level.

153. Mr. AU Chun-ho said that two types of vehicles could make noise, namely illegally modified vehicles (caused by modified exhaust pipes) and luxury sports cars. The latter, even without any modification, could make extremely loud noise while in motion. He asked how the Government defined whether vehicle noise had exceeded the noise level. However, if the EPD did not send any staff to attend the meeting, no department could answer Members' questions in this regard.

154. Mr. Nick LAM opined that vehicles would make noise in the following two circumstances, namely illegal car racing and excessive modification. As such, he opined that the departments concerned had to regulate them.

155. The Chairman asked the Secretary to report on the follow-up actions taken after the previous TTC meeting.

156. The Secretary said that at the previous TTC meeting, Members did not ask the Secretariat to write to the EPD and the VSSD of the TD to invite them to send officers to attend the meeting for the discussion of vehicle noise problem. However, Members had requested to continue the discussion of this issue at this meeting, and this agenda item was not limited to the discussion of "sound measuring and imaging devices", but the overall vehicle noise problem. Therefore, in response to the discussion at the previous meeting, the Secretariat had on 10 June 2020 invited the EPD and the VSSD of the TD to send officers to attend this meeting. However, the departments concerned stated that they could not send officers to attend the meeting, but would submit written replies. In addition, the Secretariat would continue to follow up on this issue upon Members' request.

157. Ms. LEUNG Wing-yin, Tiffany said that the Secretariat would follow up on this issue upon Members' request. Meanwhile, the TPDO could relay Members' views to the departments concerned after the meeting.

158. Mr. TSUI Yik-fuk said that the HKPF was concerned about the vehicle noise problem. However, when following up on the vehicle noise from exhaust pipes, it still had to check whether the vehicles concerned were defective before ordering them to undergo an examination. According

to the Road Traffic (Construction and Maintenance of Vehicles) Regulations, vehicles had to be equipped with effective silencers. Therefore, if the HKPF found that the silencer of a vehicle was damaged or modified during its law enforcement actions, it would initiate prosecution or deliver the vehicle to Tai Lam Chung Police Vehicle Pound for examination. However, the HKPF could not initiate prosecution solely because of vehicle noise. It had to confirm that the vehicle was defective before initiating prosecution.

159. Mr. WU Yiu-cheong said the EPD's reply indicated that the louder noise from the silencers of illegally modified vehicles was regulated by the prevailing Road Traffic Ordinance. Therefore, the situation concerned should be covered by the HKPF's law enforcement actions. In addition, the reply stated that "if necessary, the law enforcement department concerned will be happy to provide professional acoustic advice to facilitate law enforcement". In this connection, he asked whether the HKPF had sought acoustic advice from the EPD in response to Members' concern. If no, how did the HKPF determine whether the silencer of a vehicle had been modified? In addition, he did not understand why the HKPF stated that the vehicle noise level was not the grounds for taking law enforcement actions. He opined that modified silencers would also cause vehicles to make louder noise. As such, the HKPF should request vehicles to undergo examination on the account of their noise level.

160. Mr. AU Chun-wah said that if the TTC had not made any request at the previous meeting to write to the EPD to invite it to send representatives to attend the meeting, he suggested inviting the department to attend the next meeting to respond to Members' questions about the written reply and clarify its responsibilities on this issue. In addition, the EPD's reply stated that the vehicle noise problem was related to the Road Traffic Ordinance. In his opinion, it meant that the problem was related to the HKPF's law enforcement actions. However, the HKPF's representative had said that no law enforcement actions would be taken against the vehicle noise problem. As some unmodified factory vehicles made loud noise while in motion, he asked whether the TD or EPD was responsible for issuing vehicle licences to those vehicles. He opined that the noise emitted by modified vehicles should be followed up by the HKPF or EPD. In addition, he asked whether the sound level of modified vehicles would be measured during the renewal of vehicle licences. If no, would the departments concerned consider amending the legislation so as to regulate vehicle noise more strictly? He pointed out that some vehicles (namely private vehicles or motorcycles) made noise not only when travelling at a high speed, but also when travelling slowly. He said that the residents near Tai Wo Road were well aware of the ordeal during which they were awakened by the noise of dozen vehicles after mid-night.

161. Mr. MAN Nim-chi, the Vice-chairman, said that, for example, some people threw away cigarette butts and spit everywhere after mid-night as they believed that no one would take law enforcement actions during that time period. In the last month or so, he had received many complaints about speeding on Chung Nga Road. Although he did not see it during on-site inspection, he opined that the HKPF had not taken any follow-up actions, but could have done so.

For example, it could deploy plain-clothes police officers to conduct patrols there every one or two months, or set up roadblocks on Ting Kok Road and Nam Wan Road to check the suspicious vehicles. Even if the exhaust pipes of the vehicles could not be examined immediately, the vehicles could also be towed away, lest the people involved in speeding believed that no police officers were taking law enforcing actions and they could drive as fast as they wanted.

162. Mr. TAM Yi-pui considered it necessary to invite the representatives of the VSSD of the TD to attend the meeting for the discussion of this issue, as the content of the written replies submitted by the departments concerned was too vague. In addition, as the VSSD of the TD was responsible for handling cases reported by the public through the “Defective Vehicle Report Form”, it played an important role in this issue.

163. The Chairman said that regarding the vehicle noise problem, Members would write to the Commissioner for Transport and the Director of Environmental Protection via the Secretariat and attach the minutes concerned, requesting them to send staff to attend the next TTC meeting. He said that this issue involved the law enforcement efforts of different departments, including the TD, HKPF and EPD. Therefore, it could hardly be dealt with by any one of them alone, but required their collaborative efforts for follow-up actions.

(Post-meeting note: The letter mentioned in paragraph 163 above was issued to the TD and EPD on 13 August 2020.)

164. Mr. TSUI Yik-fuk said that Tai Po Police District had not contacted the EPD regarding the vehicle noise problem. In addition, the presence of vehicle noise did not mean that the HKPF had not enforced the law. He indicated that regarding some unmodified factory vehicles which made noise while in motion, the HKPF could not prosecute them on the grounds of structural or maintenance problems. The HKPF had carried out law enforcement operations in areas where speeding often took place. If it found any illegally modified vehicles during the operations, it would deliver the vehicles to Tai Lam Chung Police Vehicle Pound for examination by the TD’s motor vehicle examiners. The HKPF could initiate prosecution only if the vehicles concerned were found to be defective after examination. It could not initiate prosecution on the grounds of vehicle noise, which might have existed when the vehicles were manufactured. Furthermore, law enforcement officers were not qualified to determine whether the vehicles complied with the regulations. Therefore, the vehicles concerned had to be handed over to the TD’s motor vehicle examiners for examination. In addition to delivering the suspected defective vehicles to Tai Lam Chung Police Vehicle Pound immediately, the HKPF could also issue a “Defective Vehicle Report Form” to the vehicle owners and hand them over to the TD for follow-up actions. He added that in March and April 2020, the HKPF had issued defective vehicles reports to 23 vehicles and examination notices to 75 non-roadworthy vehicles immediately. The vehicles had been delivered to Tai Lam Chung Police Vehicle Pound accordingly.

165. The Chairman understood that the vehicle noise problem could not be dealt with by the HKPF alone. As the problem might involve different types of illegal activities, the HKPF might not be able to take all the follow-up actions. However, he hoped that the HKPF would take prosecution actions within its own capacity.

166. Mr. Richard CHAN said that even if the TTC had not written to the EPD and TD, if they still did not attend the meeting after the letters had been issued, the District Officer should have co-ordinated with the departments concerned to ensure that they would attend the meeting. In addition, as the HKPF's representatives had not sought acoustic advice from the EPD, he suggested the HKPF and Secretariat write a joint letter to the EPD and invite it to give advice.

167. The Chairman said that Members would write to the EPD and the VSSD of the TD via the Secretariat, inviting them to send representatives to attend the meeting. However, he considered it inappropriate for the TTC and HKPF to write a joint letter to the EPD. Therefore, he suggested the HKPF contact the EPD on its own regarding Mr. Richard CHAN's views and ask the EPD to reply in writing. In addition, he asked the Assistant District Officer how the TPDO would help the TTC follow up on the matters relating to this agenda item, if the TTC had contacted the EPD and TD but they still refused to send staff to attend the meeting.

168. Ms. Tiffany LEUNG said that the TPDO would relay Members' views to the departments concerned.

169. The Chairman asked the Assistant District Officer to study whether the departments concerned would violate the District Councils Ordinance if they did not send any representatives to attend the meeting.

**X. Matters arising from the 3<sup>rd</sup> meeting in 2020 of the TTC on 25 May 2020**

(TPDC Papers No. TT 54/2020 (revised), No. TT 54A/2020, No. TT 55/2020, No. TT 55A/2020, No. TT 55B/2020 and No. TT 56/2020)

**(1) Request for more parking spaces in Tai Po**

170. Ms. Summer LEE outlined TPDC Paper No. TT 54A/2020 regarding the reply on the request for more parking spaces in the district.

171. Mr. MAN Nim-chi, the Vice-chairman, outlined TPDC Paper No. TT 55/2020. He provided supplementary information about the locations mentioned in the captioned paper, including: (1) There was a woodland near the open space on the hill off Chung May House; (2) The lights at the "unmanaged" park outside Tai Ping Industrial Park Block A and Block B were very dim. There were broken wooden chairs, kerbs and trees nearby. He opined that the vehicular flow on Ting

Kok Road was very high in daytime. From about 7:30 a.m. to 8:45 a.m., goods vehicles would occupy the left lane and wait to enter Block 1 to Block 4. As some goods vehicles were also parked near Block A and Block B of the industrial park, vehicles could only use the right lane to travel to Ting Kok Road (in the direction of Tai Mei Tuk); and (3) Regarding the parking spaces at Tai Po Depot of the Transport Section under the FEHD, he had looked towards the hill in Nam Hang from Heng Tai House, and found that the depot was not used very frequently in daytime. However, it was only his preliminary estimation. He hoped that the TD would consider whether it was possible to provide more parking spaces at the three locations above.

172. Mr. PANG Hiu-fung responded as follows:

- (i) The open space on the hill of Chung May House was a slope. The Planning Department's reply (TPDC Paper No. TT 58/2020) stated that land designated as a "green area" was not suitable for development. In this connection, the TD had asked the District Lands Office, Tai Po ("TPDLO") in mid-June whether there was any idle site in the vicinity of Chung Nga Road suitable for constructing temporary car parks. The TPDLO had replied the day before that there was no idle site in the vicinity of Chung Nga Road suitable for constructing temporary car parks.
- (ii) The "unmanaged" park outside Tai Ping Industrial Park Block A and Block B was managed by the Leisure and Cultural Services Department ("LCSD"). Therefore, the TD had submitted the proposal to the LCSD for consideration. If there was any department that would like to develop the site concerned, the TD would suggest providing additional parking spaces depending on the situation.
- (iii) As the parking spaces at Tai Po Depot of the Transport Section of FEHD was under the purview of the FEHD, the TD had no comment.

173. Mr. SIU Wai-kwan said that after the departments concerned had drawn up a preliminary plan for the provision of additional car parks, the HyD would conduct on-site inspection and provide technical advice on the project for reference by the departments concerned.

174. Ms. MAK Pui-yan said the Geotechnical Engineering Office of the CEDD stated that if the proposal to provide additional parking spaces in the open space on the hill off Chung May House was implemented in the future, a geotechnical assessment would have to be carried out to provide technical advice on the proposal.

175. Regarding the parking spaces at Tai Po Depot of the Transport Section of the FEHD, Mr. WU Yiu-cheong opined that the FEHD's reply (TPDC Paper No. TT 56/2020) simply stated that there were not enough parking spaces for public use. To his understanding, however, the use of parking spaces in government buildings usually required application. Therefore, he hoped that the FEHD would provide more information, such as the number of parking spaces at the depot and how many

departments had applied for them, after the meeting for Members' discussion.

176. The Chairman asked Mr. KWOK Chun-sum, District Environmental Hygiene Superintendent (Tai Po) of the FEHD, to provide the supplementary information concerned after the meeting. Alternatively, he could even be invited to attend the next meeting to answer Members' questions about the proposal.

177. Mr. Richard CHAN said that he had suggested at the previous meeting that the TD should consider providing more parking spaces at two locations, including: (1) the long-idle site under the flyover on Shan Tong Road; and (2) the vicinity of Lam Kam Road Roundabout, where the Drainage Services Department ("DSD") had intended to apply for use as a temporary storage space. However, many Members had written to express their objection to the DSD's application. In this connection, he asked whether the department had considered the suggestions.

178. Mr. LAU Yung-wai said that the TD could be regarded as having made an effort to identify sites in the district for providing more parking spaces, including those for motorcycles. Many members of the public had complained about the shortage of motorcycle parking spaces in the district. He indicated that the departments concerned also had to deal with the "dead vehicles" occupying the existing motorcycle parking spaces. For example, there were a total of three motorcycle parking spaces on Chui Wo Lane and Chui Lok Street, which however were often occupied by "dead vehicles" or abandoned vehicles. He opined that if the departments concerned did not take any follow-up actions, even if the TD kept identifying other sites for providing motorcycle parking spaces, the effort would be futile. Furthermore, after additional parking spaces had been provided, they might be occupied by "dead vehicles" or abandoned vehicles again, and the motorcycle parking spaces in the district would still be in shortage. In this connection, he asked the departments concerned to take follow-up actions so that the TD did not have to keep identifying sites for providing more motorcycle parking spaces.

179. The TD's reply stated that a public car park would be provided at the sports centre project at Area 6 in Tai Po. In this connection, Mr. WU Yiu-cheong asked about the department's preliminary plans, such as: (1) whether an underground car park would be built, or whether one of the storeys would be reserved for parking; (2) the estimated number of parking spaces available; and (3) which types of vehicles the car park was intended for.

180. Ms. Summer LEE responded as follows:

- (i) The TD had asked the TPDLO about the idle site on Shan Tong Road. Although the TPDLO had not given any formal reply, it had replied by telephone that it would consider the proposal and discuss the relevant arrangements with the HyD and Water Supplies Department ("WSD"). There were two idle sites on Shan Tang Road. One was being used by the HyD to store materials for the widening of Fanling

Highway until the end of 2020, whereas the other was used by the WSD for a longer period of time. The TPDLO was considering whether to allow approve the HyD to continue to use the site. However, it would also explore ways to follow up on the TD's proposal so as to strike a balance between the two.

- (ii) The TD admitted that “dead vehicles” or abandoned vehicles were occupying the existing motorcycle parking spaces, preventing the public from using them. Therefore, the department would conduct regular inspections. If it found any “dead vehicles” or abandoned vehicles occupying the existing parking spaces, it would ask the department concerned to remove them.
- (iii) Regarding the provision of a public car park at the sports centre project at Area 6 in Tai Po, as the project also included facilities of the Social Welfare Department and LCSD, and they might also need parking spaces, the Architectural Services Department was currently collecting views from the departments concerned about their demand for parking spaces so as to design the car park. Therefore, supplementary information could not be provided for the time being.

181. Mr. PANG Hiu-fung said that the idle site in the vicinity of Lam Kam Road Roundabout was managed by the TPDLO, and the TD had relayed Mr. Richard CHAN's suggestion to them. He added that the TD regularly checked whether any abandoned vehicles were occupying the parking spaces, and would inform the HKPF and TPDLO of the situation for follow-up actions.

182. The Chairman asked whether all the “dead vehicles” occupying vehicle or motorcycle parking spaces would be sent by the TD to the HKPF for follow-up actions, regardless of whether the parking spaces were free or not.

183. Ms. Summer LEE said that to her understanding, the approaches to “dead vehicles” occupying fee-paying parking spaces and free parking spaces were slightly different. She would provide supplementary information via the Secretariat after the meeting.

184. The Chairman said that at the TPDC meeting on 7 July 2020, the TPDLO had stated that the HyD was responsible for dealing with “dead vehicles” which occupied free parking spaces. However, he did not understand why there was such an arrangement. As such, he asked the TD to provide supplementary information after the meeting.

(Post-meeting note: The supplementary information mentioned in paragraph 184 above was sent to Members by e-mail on 17 August 2020.)

185. Ms. Summer LEE said that to her understanding, the TD's contractor would inspect the situation of fee-paying parking spaces on a regular basis. If it had found any “dead vehicles” occupying them, it would ask the TPDLO and HKPF for follow-up actions. As regards free

parking spaces, the TD would arrange for departmental staff to carry out inspection. The HKPF and TPDLO would handle the situation with different legislation. However, she had never heard that the HyD was responsible for handling this situation.

186. The Chairman asked whether the HyD was only responsible for the repair and maintenance of parking spaces, but not the removal of “deal vehicles”.

187. Ms. Summer LEE said that the HyD was responsible for the repair and maintenance of free parking spaces only. Meanwhile, the repair and maintenance of fee-paying parking spaces was undertaken by the TD’s contractor which operated the parking spaces.

188. Mr. SIU Wai-kwan said that the handling of abandoned vehicles was not the duty of the HyD.

189. Mr. TSUI Yik-fuk said that vehicles abandoned in public places were generally handled by the TPDLO. If the department concerned informed the HKPF that it had found an abandoned vehicle, the HKPF would visit the scene to investigate whether the vehicle was involved in any criminal case, such as whether it was a missing or wanted vehicle. If the vehicle was not involved in any criminal case, the HKPF would hand it over to the TPDLO for further actions.

190. Mr. MAN Nim-chi, the Vice-chairman, said that he not only hoped that the FEHD would provide the number of parking spaces at Tai Po Depot, but also suggested it refer to the practice adopted by Sha Tin Government Offices, where some parking spaces were open for public use in the evening. He also asked Mr. KWOK Chun-sum, District Environmental Hygiene Superintendent (Tai Po), to take note of the suggestion before attending the meeting.

**(2) Request for the addition of a covered taxi stand next to the petrol filling station on Kwong Chun Street**

191. Mr. SIU Wai-kwan reported that the HyD had stated at an earlier meeting that it had encountered some difficulties, including land right issues and structural changes, when implementing the captioned project. The department had held several meetings with the departments concerned earlier and drawn up a set of plans after co-ordination. The HyD was currently conducting surveys and preparing temporary traffic arrangements in accordance with the plans. It would apply for an excavation permit from the department concerned as soon as possible so as to commence the works.

192. Mr. YIU Kwan-ho said that at the previous meeting, the department concerned had mentioned that the LCSO had reservations about the captioned project. In this connection, he asked whether the problems concerned had been resolved. In addition, he asked the HyD when it expected to apply for an excavation permit.

193. Mr. SIU Wai-kwan said that the HyD had settled its disagreement with the LCSD and drawn up the plans accordingly. In addition, after drawing up the temporary traffic arrangements, the department would consult the approving departments. If everything went well, he expected that the application for an excavation permit would be made in about three months. The department hoped that it could complete the captioned project in the first half of 2021.

**(3) Concerns over illegal parking in Tai Po District**

194. Ms. Summer LEE outlined TPDC Paper No. TT 54A/2020 regarding the department's reply on illegal parking in Tai Po District.

195. Mr. TSUI Yik-fuk reported as follows:

- (i) Tai Po Police District had issued a total of 18 927 fixed penalty notices between April and June 2020, representing an increase of 50.35% compared with the 12 588 issued between January and March.
- (ii) Regarding the places with serious traffic and illegal parking problems mentioned by Members at the previous meeting, the HKPF had deployed manpower to take law enforcement actions strictly and continuously.

196. Mr. Richard CHAN was disappointed that the HKPF still did not submit any written reports on the number of prosecutions for illegal parking in Tai Po District.

197. The Chairman asked the HKPF to submit a written report on the number of prosecutions concerned at the next meeting, or provide supplementary information after this meeting for Members to discuss at the next meeting.

198. Mr. LAU Yung-wai's comments were as follows:

- (i) He indicated that the major locations with serious illegal parking problems in the district included Chui Lok Street, Chui Yi Street, Chui Wo Lane, Mei Sun Lane, Kau Hui Chik Street, Tai Po Tau Road and Tai Po Tau Drive.
- (ii) The TD had designated some locations on Ting Tai Road for the parking of large vehicles from 9 p.m. to 7 a.m. However, some goods vehicles were still parked there outside the specified hours, blocking one of the lanes. He had on many occasions received complaints from residents at around 7 a.m., who said that the above situation had caused traffic queues to extend way back to the vicinity of Tai Po Tau Village, thus increasing the journey time from the original two or three minutes to 20 to 30 or

so. He estimated that more than 100 vehicles had been stuck on the road section concerned. This situation had taken place more than once, and had occurred three to four times in June, and twice in July. He asked whether the TD had explored ways to resolve the problem, and whether the HKPF would step up the law enforcement efforts on Ting Tai Road.

- (iii) The incident at the entrance to Evergreen Court on Chui Lok Street was more serious than the afore-mentioned situation. A vehicle parked at the entrance to Evergreen Court was hit by another vehicle, and its rear was severely damaged. However, the vehicle that had been hit was still parked at the same place three days after the accident, and no one had taken care of it. The HKPF did not take any action either, such as towing the vehicle away or contacting the vehicle owner, but instead allowed the vehicle to be parked there. This situation showed how serious the illegal parking problem was.
- (iv) Even if the TD had drawn double yellow lines at the corner of Kau Hui Chik Street, he could still see three to four illegally parked vehicles there every day.
- (v) Some vehicles had been parked illegally on both sides of Ping On Lane bus stop and Wing Fai Garden bus stop for a long time, preventing buses from approaching the bus stops, while the public had to get on the bus outside the bus stops. He had also helped people with disabilities get on the bus there. If no one helped them, they would not be able to get on board. It showed that the illegal parking problem there was very serious. He asked the departments concerned to step up the effort to implement or explore measures against illegal parking.
- (vi) The illegal parking of abandoned motorcycles was also very serious on the road.

199. Mr. Dalu LIN's comments were as follows:

- (i) There were parking spaces near Plover Cove Garden. However, the garages and various shops nearby (such as SF Express, stores selling outdoor equipment, etc.) placed items not only on pedestrian ways but also on carriageways, thus blocking the road.
- (ii) The public had put up with the illegal parking problem for a long time. In particular, private vehicles were parked illegally on the road sections marked with zigzag lines, including the junction of Plover Cove Road and Po Wu Lane, leaving insufficient room for buses to go through and therefore leading to traffic congestion.
- (iii) Many motorcycles were parked at the entrance to Fung Leung Kit Memorial Secondary School. To his knowledge, the public objected to the TD's plan to designate large vehicle parking spaces on Plover Cove Road and outside Fung Leung Kit Memorial Secondary School. Although he did not completely agree with them, he understood that they were affected. As many vehicles had been parked at the

entrance to the above secondary school on a prolonged basis, the public was worried that the department's plan to designate parking spaces would legitimise such behaviour, and hence the problem would exist forever. He opined that the departments concerned should deal with the existing illegal parking problem first. Only by doing so would the public be fairly treated.

- (iv) Private vehicles or taxis were often parked under the podium at Kwong Fuk Estate near Plover Cove Road bus stop. As such, buses were prevented from entering the bus stop and often stuck on Plover Cove Road. It was not until the private vehicles had been driven away would the traffic on the road section concerned become smoother.

200. Ms. Olive CHAN's comments were as follows:

- (i) Many vehicles were still parked on Fuk Wo Road at Tai Wo Estate and even on the emergency access way there, thus blocking the emergency access way. Although the HKPF had taken law enforcement actions more frequently on the road section concerned, many people who did not live nearby still parked their vehicles there unknowingly. Therefore, she asked the HKPF to keep stepping up its law enforcement efforts. She had also inspected the site with the TD and would continue to take follow-up actions.
- (ii) In the evening, many vehicles, including goods vehicles, were parked illegally near the petrol filling station on Kwong Fuk Road, thus blocking the access roads. This location was accessed by many coaches, residents' coaches and school buses every morning. Due to traffic congestion on nearby road sections, however, drivers would honk their horns, making noise that caused nuisance to the nearby residents. In addition, many school children got on and off school buses at the above location. However, their vision could be blocked by the illegally parked goods vehicles. Many parents had told her that as school buses could not enter the above location, many students had to board and alight at the roadside nearby, and it was so dangerous that many accidents could have taken place there. She hoped that the HKPF would step up the law enforcement efforts there to reduce illegal parking.
- (iii) There were motorcycle parking spaces near the petrol filling station on Kwong Fuk Road, but they had long been occupied by many abandoned motorcycles. Many cyclists had told her that as the parking spaces had been occupied by the abandoned motorcycles, they had nowhere to park their bicycles and had to park them everywhere. Therefore, she hoped that the departments concerned would take follow-up actions.

201. Mr. YIU Kwan-ho's comments were as follows:

- (i) At the first TTC meeting in 2020, Members had asked the HKPF to submit a report on illegal parking in Tai Po District for them to compare the prosecutions. However, the HKPF still had not done so at this meeting. He demanded that the report to be submitted by the HKPF in the future should also include figures on the law enforcement actions at various locations for Members' comparison.
- (ii) He had complained about the illegal parking of construction site vehicles near Chong San Road and Fo Yin Road in Pak Shek Kok. However, as the area was located at the intersection between Tai Po and Sha Tin, the illegally parked vehicles on the northbound lane of Chong San Road were prosecuted by New Territories North Police District, whereas those on the southbound lane of Chong San Road were under the purview of New Territories South Police District. In this connection, he had complained to New Territories South Police District about the illegal parking by e-mail, but had received a reply from New Territories North Police District. Although what mattered most was that the HKPF had taken follow-up actions, he would also like the HKPF to clarify which police district was responsible for the location concerned.
- (iii) Some large vehicles were parked near the zebra crossing on Plover Cove Road opposite Kwong Yan House, blocking the vision of pedestrians waiting to cross the zebra crossing. Given how dangerous it could be, he would like the HKPF to pay attention to it.

202. Mr. AU Chun-wah's comments were as follows:

- (i) He had earlier sent an e-mail to Mr. LEE Kwok-chung, District Commander (Tai Po), stating that he had noticed a concrete mixer parked on Tung Cheong Street. Although it happened only occasionally, the concrete mixer had been parked there for three consecutive days, but the HKPF had issued only one penalty ticket. He did not understand whether it was because the HKPF had a serious manpower shortage or it had turned a blind eye to the problem. He did not believe that police officers walked past the above location only once during those three days. He could not accept this situation as the junction of Tung Cheong Street was very narrow, but the HKPF had condoned the parking of the concrete mixer at that location for three days.
- (ii) He did not accept the HKPF's excuse of not having enough manpower to deal with illegal parking, as he often saw police vehicles travelling on the road but turning a blind eye to illegal parking. The HKPF might again explain that the police officers were discharging other duties and therefore could not deal with the illegal parking problem. However, he opined that it was due to the HKPF's arbitrary and inappropriate manpower allocation. In addition, he only agreed that the Traffic Wing had a manpower shortage as he had studied its establishment thoroughly. However, he opined that Tai Po Police District should have sufficient manpower to

deal with illegal parking. In this regard, he asked the Operations Officer of Tai Po Police District whether other police officers only minded their own business when dealing with the illegal parking problems.

- (iii) He pointed out that some taxis were parked illegally on Kwong Fuk Road and occupying the bus stop. Meanwhile, the green taxis on Po Heung Street were illegally parked side by side until they reached McDonald's. Some taxis were even parked at pedestrian crossings, obstructing pedestrians from crossing the road. However, the HKPF did not deploy any officers to deal with the situation. He opined that the HKPF should not have turned a blind eye to the above situation when taking law enforcement actions.
- (iv) He had on many occasions complained that at the taxi stands on On Chee Road, On Cheung Road and Jade Plaza, the rear of some taxis occupied other lanes even if they were parked at the taxi stand. In addition, some private vehicles were parked at the taxi stand from time to time, forcing taxis to be parked on the lane next to the taxi stand. As a result, there was traffic congestion from Jade Plaza to the safety island near Li Fook Lam Indoor Sports Centre at Tai Yuen Estate. As there were double white lines along the way, the traffic near Tai Yuen Estate and Ting Nga Court was also congested. Some private vehicles had travelled from the back of Ting Nga Court onto the opposite lane, travelling in the opposite direction until reaching the safety island, and then crossed the nearby double white lines and cut into the left lane. He opined that this situation continued to take place, and the HKPF, therefore, should no longer explain that manpower had been deployed to perform tasks relating to social movements. It had been a year since the social movements, but the HKPF still had not tackled the illegal parking problem so far. The HKPF just always asked Members to report illegal parking problems to the Police Public Relations Branch ("PPRB"). While they had done so on many occasions, the situation still had not improved. He asked the HKPF to provide the number of operations and prosecutions at the above locations.
- (v) The vicinity of Bank of China and Hang Seng Bank near Jade Plaza and Fortune Plaza was also an illegal parking blackspot. He had seen police officers dealing with something else nearby but turning a blind eye to the illegally parked vehicles. They merely used the police vehicle's headlights to signal to the illegally parked vehicles standing in their way that they had to leave, while ignoring all other problems.
- (vi) He always brought up the serious illegal parking problems on On Pong Road and On Tai Road at every meeting. Even some police officers living in Tai Po Centre had complained to him about the heavy traffic congestion on the road sections concerned, and the honking of horns had also caused noise problem. However, he could only say that he could do nothing about the problems as the HKPF did not address them.
- (vii) He asked the HKPF to submit a report on the illegal parking in Tai Po District.

- (viii) Although Members brought up the problems at every meeting, the HKPF never took any follow-up actions.
- (ix) He set out the routes with frequent traffic congestion as follows: From Po Heung Street and Po Heung Estate to the crossroad on Kwong Fuk Road, the crossroad near Tai Po Civic Centre, and the crossroad near Fortune Plaza, from where traffic queues extended way back to the inner streets. In this connection, he asked whether Members had to notify the HKPF of the traffic congestion at the afore-mentioned locations every time before the HKPF would take action.
- (x) If the HKPF said that the Traffic Wing of Tai Po Police District had only eight to ten police officers, and therefore did not have enough manpower to deal with illegal parking, he would have nothing to say. In fact, police officers in Tai Po Police District were not limited to those at the Traffic Wing. Other police officers could also assist in dealing with the problem. He did not accept the HKPF's excuse that other police officers had been deployed to discharge other duties, because he could not see any police officers dealing with illegal parking even before the so-called frequent social movements, assemblies and demonstrations.

203. Mr. Nick LAM's comments were as follows:

- (i) He indicated that the illegal parking blackspots in Tai Po Market included the Jockey Club Off-course Betting Branch on Kwong Fuk Road. As vehicles were parked illegally on the right of the off-course betting branch, other vehicles were prevented from turning right and forced to use the middle lane. The middle lane, which was originally very clear, was congested due to backflow of traffic queues. As such, he was especially concerned about the illegal parking problem there.
- (ii) The illegal parking problem on Wan Tau Street, Heung Sze Wui Street, Nam Shing Street, Wai Yi Street and On Po Lane was equally serious. Although the PPRB had followed up on the situation, the improvement lasted for only one or two days as it did not take follow-up actions continuously. For instance, police officers would step up the law enforcement efforts if the HKPF had to attend meetings. However, these efforts were far from enough.
- (iii) Many Members were also concerned that a lot of vehicles (such as taxis, goods vehicles and private vehicles) had occupied the bus stops on Kwong Fuk Road. Goods vehicle drivers might also be among the victims as taxis had occupied the nearby loading / unloading areas to wait for passengers. As some private vehicles stayed in the loading / unloading area and the bus stops for a while, buses could not get near the stops during that period.
- (iv) The HKPF simply did not deal with the illegal parking problem, rather than being incapable of dealing with it. He often saw police officers patrolling the streets but

turning a blind eye to the illegally parked vehicles. He wondered whether the HKPF only dealt with incidents relating to political issues, but not issues affecting people's livelihood.

204. Mr. LAU Yung-wai's comments were as follows:

- (i) As the illegal parking problem had become more serious recently, he would also like the HKPF to provide the number of prosecutions for illegal parking in Tai Po District for comparison.
- (ii) Even though Chui Yi Street was already heavily congested, a recycling vehicles was still parked there on a prolonged basis during daytime and at the entrance to Greenery Plaza Car Park in the evening, obstructing the access of other vehicles. Another recycling vehicle would be parked at a facility for the disabled at the intersection of Chui Lok Street and Chui Yi Street from about 8 p.m. to 9 p.m. or so. He found it unacceptable that the recycling vehicles were parked at the afore-mentioned locations on a prolonged basis.
- (iii) As the department concerned did not deal with the abandoned motorcycles that were occupying the parking spaces, other vehicles were forced to be parked elsewhere. For example, motorcycles were parked on a prolonged basis outside the entrance to Evergreen Court Block 2, where there were fewer passers-by. Some vehicles were also parked in front of Tin Hau Temple for a long time. His colleague even told him today that there were illegally parked vehicles on Mei Sun Lane, outside of Tin Hau Temple, Chui Yi Street, Chui Lok Street and Tai Po Tau Road. There were not any social movements at present, but still no police officers were dealing with the illegal parking problem.
- (iv) The illegal parking problem lasted for a very long time, unlike what happened in the past where the drivers parked their vehicles on the road only during meal breaks and would drive away afterwards. Even at 4 p.m. or so, Kau Hui Chik Street was full of illegally parked vehicles.
- (v) As the illegal parking problem was a livelihood issue, he hoped that the HKPF would take it seriously.

205. Mr. MAN Nim-chi, the Vice-chairman's comments were as follows:

- (i) Citing paragraph 233(vi) of the minutes of the TTC meeting on 27 April 2020, Mr. TSUI Yik-fuk had said that "30 minutes after a penalty ticket had been issued, the HKPF could issue another one to the same vehicle. However, if the driver of the vehicle concerned was present and refused to drive away after the HKPF had issued a penalty ticket, the HKPF could issue another one to the driver five minutes later".

He said that there were a few more important road sections in the district, including the crossroad between On Cheung Road and On Chee Road. If there were illegally parked vehicles on these road sections, traffic would be greatly affected. He said that, for example, the road section opposite Treasure Garden, where the bus stop of route E41 was located, was originally a dual two-lane carriageway. However, due to the illegal parking problem at present, the road section had become a single lane carriageway, which affected the vehicles turning left from Ting Kok Road and those going straight from Kau Hui Chik Street to the afore-mentioned crossroad. Some residents had said that the situation above had prevented buses from approaching the bus stop and using the existing bus lane. As such, they had to use the right lane, but at the same time had obstructed the traffic behind.

- (ii) He hoped that the HPF would enhance the frequency of issuing penalty tickets and step up the law enforcement actions at Chung Nga Court. He had provided the PPRB with the plate number of the mobile recycling vehicle parked illegally at Chung Nga Court for follow-up actions. They had replied that under normal circumstances, the HKPF would give advice and the driver concerned would drive away. In this connection, he had asked the staff member concerned whether it meant that if the driver was present, the HKPF would not initiate prosecution. The staff member also replied that this statement was correct in general as vehicles were generally parked in parking spaces that did not obstruct road users or on-street parking spaces. In this connection, he asked about the HKPF's definition of "parking" as in illegal parking, and how long a vehicle had to remain stationary in order to be regarded by the HKPF as parking.
- (iii) He suggested the TD and HyD make good use of various facilities on the road or roadside, such as planters, stone bollards, kerbs and the ground, and put signs on the facilities near crossroads to advise drivers not to park their vehicles illegally.

206. Mr. AU Chun-ho's comments were as follows:

- (i) He found it meaningless to scold the HKPF's representatives at the meeting, as it was the frontline police officers who did not deal with illegal parking. When he was at Sing Kung Cho Tong Clinic on Ting Kok Road the night before, he called the 999 hotline and the report room of Tai Po Police Station to complain about the illegally parked vehicles there, including coaches, goods vehicles and private vehicles, which had left only one lane available at the road section there. However, after waiting for two hours there, he still did not see any police officers take law enforcement actions at the scene. He understood that police officers were dealing with other matters when they received the complaint. However, he opined that the HKPF's representatives still had to ask the frontline police officers to take follow-up actions as soon as possible after receiving complaints.

- (ii) As there were not many social movements at present, he had suggested the HKPF arrange for riot police officers to help deal with illegal parking in the district when they had no other duties. They could perform their original tasks when social movements took place again. This could make full use of the time when the police officers did not have any tasks, so as to change the impression that they had obtained overtime allowances by deceit. He hoped that the HKPF's representatives would convey the above suggestions to District Commander (Tai Po).

207. Mr. LAM Yick-kuen said that the illegal parking problem was very serious throughout the territory. He asked whether the Government would consider referring to the practice in foreign countries, where a special task force would be set up to deal with illegal parking. The reason was that the current police force was insufficient to deal with the problem. In the past, motorists used to park their vehicles on the road only when the car parks were full. However, the current situation was the other way round. Motorists parked their vehicles at car parks only when the roads were full of parked vehicles. As a result, the road was full of illegally parked vehicles, while there were still parking spaces at car parks. He opined that the government departments should not refer to the utilisation rate of car parks when conducting planning in the future, as this data could not reflect the community's demand for parking spaces. Instead, they should refer to the number of illegally parked vehicles, which was the data that reflected the community's demand for parking spaces.

208. Mr. Dalu LIN said that Members should once again discuss whether the establishment of traffic wardens should be studied by the TD and other relevant departments.

209. Mr. Richard CHAN's comments were as follows:

- (i) The illegal parking problem was precisely the outcome of the broken windows theory. As police officers did not enforce the law correctly, motorists parked their vehicles at car parks only when the street was full of parked vehicles.
- (ii) During the discussion at the TPDC meeting on the use of unscrupulous marketing practices by shops, he had asked whether the HKPF was willing to conduct high-profile patrols upon the request of TPDC Members. At that time, Mr. LEE Kwok-chung, District Commander (Tai Po), had said that the HKPF would be happy to cooperate. In this connection, he suggested Mr. FAN Wai-ho conduct high-profile patrols with Members at places with serious illegal parking problems.
- (iii) He asked whether there were no more traffic wardens.

210. Ms. Summer LEE said that the TD did not put up any signs on the road or roadside at present to remind motorists not to park their vehicles illegally. However, she had noted the view and would consider it.

211. Mr. Alex LAM said that the TD was currently studying the possibility of drawing double yellow lines next to pedestrian crossings in a gradual manner. The aim was to prevent vehicles from picking up and dropping off passengers there and obstructing pedestrians' and motorists' vision, so as to ensure the safety of road users. As the initiative would involve the pedestrian crossings in the entire Tai Po District and cover an extensive area, the department was still considering the priority, and would ask the HyD for assistance in drawing the double yellow lines. However, this initiative was not aimed at tackling the illegal parking problem, as Members had also mentioned that some motorists would park their vehicles illegally on double yellow lines.

212. Mr. FAN Wai-ho said that he had mentioned at the previous meeting that Tai Po Police District had re-deployed most of its staff since March 2020 to step up the law enforcement efforts in traffic matters, partially resumed the operation of the traffic enforcement team in Tai Po Police District, and rolled out the e-Ticketing Pilot Scheme. These initiatives could improve the effectiveness of the crackdown on illegal parking. For example, the number of fixed penalty notices issued by Tai Po Police District from April to June 2020 had increased by 50% compared with those issued from January to March.

213. Mr. TSUI Yik-fuk responded as follows:

- (i) He had noted the illegal parking blackspots mentioned by Members, and would take law enforcement actions there on an ongoing basis.
- (ii) Fung Leung Kit Memorial Secondary School had contacted the School Liaison Officers at Tai Po Police District to report on the illegal parking of motorcycles outside the school. The HKPF was also highly concerned about the situation and would initiate prosecution on an ongoing basis.
- (iii) Regarding whether the illegally parked vehicles on the northbound and southbound lanes of Chong San Road were under the purview of New Territories North Police District or the New Territories South Police District, he said that the question received at that time was which police district was responsible for Fo Yin Road. As such, there might be some miscommunication. He said that the illegally parked vehicles on both northbound and southbound lanes of Chong San Road were subject to the prosecution by Tai Po Police District, whereas the road section of Fo Yin Road near the residential area was also under the purview of Tai Po Police District. The rest was under the purview of Ma On Shan Police District.
- (iv) Regarding the question raised by Mr. MAN Nim-chi, the Vice-chairman, about the definition of parking, he said that under normal circumstances, except for picking up / dropping off passengers and loading / unloading goods, vehicles were not allowed to be parked on the road. They were not allowed to pick up / drop off passengers and load / unload goods in restricted areas either. In addition, except for loading and unloading activities, if a vehicle was parked on the road, it was considered as

illegally parked regardless of whether the driver was inside. If police officers saw this situation, they would generally advise the drivers to drive away to avoid obstructing the traffic.

214. Mr. MAN Nim-chi, the Vice-chairman believed that some motorists might not know the difference between stopping and parking, and the definitions of the two given by the HKPF was very vague too. He asked whether a motorist would be prosecuted if his vehicle stopped on the road for one minute without any loading or unloading activities, regardless of whether the vehicle was obstructing other road users. In addition, he had seen a red taxi parked at the taxi pick-up and drop-off area outside Tai Po Civic Centre between 4 p.m. and 5 p.m. As such, he advised the driver to leave. However, the driver said that he would stop there for just a while to wait for passengers, which did not constitute illegal parking. Although he had told the driver that such a behaviour would obstruct the buses at the bus stop near Fortune Plaza, the driver's response had left him speechless. It could be seen that law enforcement officers and drivers had different interpretations of illegal parking. For instance, if he stopped his vehicle on the road for only a while, he believed that police officers would definitely initiate prosecution immediately, and such prosecution was different from Mr. TSUI Yik-fuk's earlier response. However, he believed that the problem could be resolved as long as the HKPF enhanced the frequency of law enforcement actions and step up the law enforcement efforts.

215. Mr. Dalu LIN said that he and Mr. TAM Yi-pui had suggested organising a "car-free day". In this connection, he asked whether the departments concerned had studied the suggestion.

216. Mr. AU Chun-wah said that Mr. FAN Wai-ho had not responded to his question about how the police officers in Tai Po Police District, other than those at the Traffic Wing, would assist in dealing with the illegal parking problem.

217. Mr. HO Wai-lam said that the illegal parking problem on Chung Nga Road was still serious. In addition, whenever street counters were set up or screenings were held in Tai Po Centre, the HKPF would flexibly deploy a number of police vehicles there. He asked why the HKPF did not deploy police officers to deal with illegal parking at the same time. He opined that if the HKPF could make the same arrangement against illegal parking, the problem could be alleviated. He suggested the TD and CEDD proactively explore ways to provide more parking spaces in the district.

218. Mr. WU Yiu-cheong's comments were as follows:

- (i) The HKPF would issue a warning or advice, ordered motorists to leave or initiated prosecution depending on how long vehicles had been parked on the road. In his opinion, the duration had not been set out in the past so that the HKPF could enforce the law flexibly. However, as the HKPF had abused this flexible practice since the second half of 2019, hardly any illegally parked vehicles had been prosecuted. As

a result, the illegal parking problem had become more serious than ever. This also explained why there were still a large number of illegal parking blackspots in the district despite the increase in the number of penalty tickets issued by the HKPF. Some Members believed that frontline police officers worked hard in taking law enforcement actions. He did not agree because they had not dealt with illegal parking in the past six months, it only made sense that they had to put more efforts into taking law enforcement actions at present to tackle it.

- (ii) He illustrated the problems with the HKPF's flexible law enforcement actions by citing the non-franchised bus pick-up / drop-off area at Exit A2 of Tai Po Market MTR Station as an example. He said that when Members discussed the diversion there at the meeting in March 2019, the HKPF had increased manpower to patrol the area and order vehicles to leave. As such, the illegal parking problem had indeed been alleviated at that time. However, since the second half of 2019, the HKPF had deployed less manpower to patrol the area and order vehicles there to leave. Therefore, the illegal parking problem had re-emerged.
- (iii) He hoped that the HKPF would step up the law enforcement actions at the illegal parking blackspots above, including the non-franchised bus pick-up / drop-off area at Exit A2 of Tai Po Market MTR Station, and even deploy permanent manpower specifically for dealing with the illegal parking problem, so as not to waste the manpower on standby when there were no social movements. The police force should be distributed evenly, as the serious illegal problems were caused by the uneven distribution of police force.

219. Ms. Summer LEE said that to her understanding, the TD did not study the suggestion to organise a "car-free day" at present. At this juncture, she found it somewhat difficult to organise a "car-free day" in Tai Po District where the vehicular flow was rather high. Besides, there might also be various opposing views. Different situations had to be considered before the implementation of such an innovative initiative. She would discuss with Mr. Dalu LIN in detail after the meeting.

220. The Chairman suggested exploring ways to promote and organise a "car-free day" on a trial basis at the working group concerned.

221. Mr. FAN Wai-ho said that all types of police officers, especially uniformed officers, had different tasks while on duty, such as handling cases received through the 999 hotline, emergency and non-emergency cases, traffic accidents, illegal parking, and patrolling with patrol vehicles. Therefore, the HKPF had to look at police officers' tasks before deciding whether they could deal with illegal parking. He said that, for example, if a police officer discovered an illegally parked vehicle on his way to a crime scene, it would be up to him to decide whether he could deal with it. Therefore, it was difficult to answer Members in specific terms whether police officers performing

other tasks could stop to prosecute the illegally parked vehicles. He added that compared with late 2019 and early 2020, Tai Po Police District had increased a lot of manpower to deal with traffic problems in the district. This could also be objectively reflected in the number of penalty tickets issued.

222. Mr. TSUI Yik-fuk responded as follows:

- (i) Regarding the questions about parking and illegal parking, he said that vehicles were generally not allowed to be parked on the road unless they picked up / dropped off passengers or loaded / unloaded goods immediately after stopping on the road. This had nothing to do with whether the drivers remained on the parked vehicle. However, police officers generally would not issue penalty tickets to a vehicle if the driver was inside, unless the vehicle was severely obstructing traffic or was parked illegally in a restricted area. Therefore, the HKPF had to see whether the vehicle was severely obstructing road traffic, and whether the driver drove the vehicle away immediately after being advised by the HKPF.
- (ii) Regarding Mr. Richard CHAN's question, he said that there were a total of ten traffic wardens in Tai Po Police District who assisted in the operations against illegal parking. In addition, he asked Mr. CHAN to contact the PPRB to arrange for high-profile patrols conducted by police officers and Members.

223. Mr. AU Chun-wah told Mr. FAN Wai-ho that he had seen several police officers buying supper together, but had turned a blind eye to the illegally parked vehicles along the way. He wondered why police officers had time to buy supper but none to deal with illegal parking. If the HKPF would like Members to provide the plate numbers of the illegally parked vehicles, he could provide them every night. He had also reported the illegal parking problem to the HKPF on many occasions. He had seen a taxi parked illegally in the middle of the pedestrian crossing on Kwong Fuk Road. At that time, several police vehicles had passed but turned a blind eye to it. They did not even use the police vehicle's headlights to tell the driver to leave, and he was certain that the police officers were not performing other tasks at that time. Members requested Tai Po Police District to send the Operations Officer to attend the TTC meetings in the current DC term as they would like the representatives to help deal with the illegal parking problem. However, even if the representatives responded to Members' questions at the meeting, they did so in a perfunctory manner only.

224. Mr. Nick LAM said that the HKPF's representatives had just stated that the HKPF would not initiate prosecution as long as the illegally parked vehicles left immediately after being advised by the HKPF. In this connection, he asked whether it was one of the HKPF's guidelines for handling illegal parking. He opined that this approach did not help resolve the illegal parking problem. He said that, for example, if he were a taxi driver and knew that there would not be any consequences

as long as he left immediately after being advised by the HKPF, he would park his vehicle everywhere. The reason why the illegal parking problem was serious at present was that the deterrent effect was minimal. Therefore, the HKPF should issue penalty tickets once it had found illegally parked vehicles, so as to enhance the deterrent effect. He opined that the HKPF had never talked about the punishment mechanism for illegally parked vehicles, probably because there was none. He stressed that the HKPF had to deal with illegal parking with a punishment mechanism, not just by advising the drivers.

225. Mr. Richard CHAN's comments were as follows:

- (i) Mr. WU Yiu-cheong had mentioned that the HKPF's flexible approach against illegal parking had led to the serious illegal parking problem at present. It was precisely the broken windows theory that he was talking about.
- (ii) He opined that the departments often passed the buck among each other, and few of them were willing to take up responsibilities. However, Mr. TSUI Yik-fuk had responded to his questions on behalf of Mr. FAN Wai-ho. Nonetheless, as he was asking Mr. FAN, he would like Mr. FAN to respond to his questions. He said that at the previous TPDC meeting, the police officers mentioned by Mr. LEE Kwok-chung, District Commander (Tai Po), were uniformed police officers. Members had suggested at that time that the police officers of the Crime Prevention Bureau should conduct high-profile patrols relating to crime prevention investigations, whereas the patrols for other general matters should be carried out by uniformed police officers on a routine basis, which were Mr. FAN's duty. He opined that if the police officers from Traffic Wing of Tai Po Police District and from Tai Po Police District carried out high-profile patrols together, they could help resolve the illegal parking problem. It was precisely due to the shortage of manpower in the Traffic Wing of Tai Po Police District that Members requested the Operations Division of Tai Po Police District to send staff to attend the meeting, so as to assist the Traffic Wing in tackling illegal parking. Therefore, he hoped that Mr. FAN could respond to the question he had raised earlier about deploying officers to carry out high-profile patrols with Members in the district.
- (iii) Mr. TSUI Yik-fuk had just said that police officers would first advise the driver involved in illegal parking. If the driver still did not leave, they would issue penalty tickets. Regarding Members' repeated complaints about the recycling vehicle that had been parked on the road on a prolonged basis, he suggested the HKPF increase the number of law enforcement actions against the vehicle.

226. Mr. FAN Wai-ho said that Members might be confused about the concepts of high-profile patrols and operations against illegal parking carried out by police officers. High-profile patrols were mainly anti-crime patrols, in which police officers prevented crimes that were preventable.

They were completely different from the concept of operations against illegal parking. However, uniformed police officers could also issue penalty tickets to the illegally parked vehicles during patrols if they considered it necessary. Nonetheless, high-profile patrols could not directly resolve the illegal parking problem.

227. Mr. Richard CHAN opined that it was Mr. FAN Wai-ho who was confused. He said that high-profile patrols aimed at preventing crimes, and illegal parking was also a crime. As such, he wondered why high-profile patrols could not address the illegal parking problem. He did not understand why the replies from Mr. FAN and Mr. TSUI Yik-fuk were so different. He opined that while high-profile patrols alone could not resolve the illegal parking problem, they could be one of the solutions. As this method had not been used to deal with illegal parking, District Commander (Tai Po) had agreed to give it a try.

228. Mr. TSUI Yik-fuk said that when the HKPF conducted operations against illegal parking, its main objective was to relieve traffic congestion. After the HKPF had arrived at the scene, it would conduct a professional assessment based on the problems and traffic conditions. If traffic congestion was caused by illegal parking, the HKPF would immediately prosecute the vehicles concerned. If an illegally parked vehicle had caused congestion on the lane and the driver was on the vehicle, the HKPF would generally advise the driver to drive the vehicle away so as to keep the road clear. As regards whether the HKPF would prosecute the driver, it depended on the situation on the spot.

229. The Chairman said that although the illegal parking problem was currently less serious than it used to be three to four months ago, he hoped that the HKPF would continue to take follow-up actions as there was still room for improvement. In particular, at some of the illegal parking blackspots mentioned by Members, vehicles were illegally parked at bus stops and seriously affecting the road traffic. He suggested the HKPF consider deploying a task force, and asked whether there was any dedicated hotline for Members to directly request the police officers concerned to deal with illegal parking immediately. By doing so, Members could report illegal parking through other channels besides the 999 hotline, the report room and the PPRB.

230. Mr. Nick LAM said the HKPF's representatives responded that police officers would decide whether to initiate prosecution depending on the situation. However, this statement was very vague. He opined that if a vehicle was forced to stop due to a traffic accident on the road, it would be very reasonable for police officers not to issue penalty tickets to the vehicle. However, the illegal parking of taxis at the bus stops on Kwong Fuk Road was obviously not caused by the reason above, but only for the sake of their own convenience. Therefore, he opined that the HKPF needed not advise the drivers first, but should issue penalty tickets directly. He could somewhat accept taxis parked at the unloading areas in the evening as they did not affect other road users. However, many taxis were parked at the bus stop on Kwong Fuk Road on the excuse of waiting for passengers for a blatantly long period of time. In fact, however, not many people were waiting for taxis. We

could clearly see that there was no way to excuse their behaviour, except for the sake of their own convenience. He had advised a taxi parked at the bus stop on Kwong Fuk Road to leave. However, the driver was so rude and said that he would not leave, and asked him to call the HKPF.

231. Mr. LAU Yung-wai's comments were as follows:

- (i) A recycling vehicle was parked at the entrance to Greenery Plaza Car Park on Chui Yi Street every day, and it did not appear occasionally. If the recycling vehicle was parked there only occasionally, he found it somewhat acceptable even if the HKPF did not issue any penalty tickets. However, the recycling vehicle was parked there every day. It would leave for a short while after being advised by the HKPF, but would later be parked at the same place again, causing huge nuisance to the nearby residents. However, the HKPF still did not initiate prosecution, which did not make any sense and certainly had no deterrent effect on the illegally parked vehicles. Police officers would not take law enforcement actions at the same location on an ongoing basis, and the illegally parked vehicles would return to the same locations shortly after they left. As such, the illegal parking problem continued to exist. If the HKPF knew that vehicles were often parked illegally at the same locations, it could take law enforcement actions in the morning, at noon and in the evening respectively. Had it done so, he was sure that the vehicles would not be parked there again. He opined that the HKPF had never tried to deal with the afore-mentioned illegal parking problem, which existed before he was elected a DC Member. He was not happy with the HKPF's representatives who insisted that police officers would decide whether to prosecute the vehicles concerned depending on the situation. If the HKPF did not intend to issue penalty tickets to the illegally parked vehicles, it did not have to go to the scene to advise the drivers to leave, as this would not help resolve the problem.
- (ii) He did not agree with Mr. KWAN Wing-yip, the Chairman, who said that the traffic problems had been alleviated in recent months. Instead, he opined that the problems were more serious than before, especially in Tai Po Old Market. He was not sure whether this was due to the Government's relaxation of the Prevention and Control of Disease (Prohibition on Group Gathering) Regulation, thus leading to a substantial increase in the number of illegally parked vehicles in the past one or two months.
- (iii) He asked the HKPF to seriously follow up on the illegal parking blackspots mentioned by Members.

232. Mr. AU Chun-ho's comments were as follows:

- (i) He was not happy with the HKPF's representatives who responded that police officers would decide whether to prosecute the vehicles concerned depending on the situation.

- (ii) Citing his experience, he said that some eight to ten years ago, he and Mr. AU Chun-wah called the report room between 10 p.m. and 11 p.m. to complain about the illegal parking outside Eightland Gardens and Greenery Plaza. However, the police officers at the report room replied that as no buses travelled there in the evening, the HKPF generally would not initiate prosecution if the illegally parked vehicles were not obstructing the traffic, and it was an unwritten rule of the HKPF. From about 11 p.m. to 6 a.m. the next day, he and Mr. AU Chun-wah kept calling the 999 hotline and the report room to complain about the illegal parking problem, but none of the police officers at the scene prosecuted the illegally parked vehicles. Even with the unwritten rule, illegal parking was still illegal. Therefore, the HKPF should not decide whether to issue penalty tickets depending on the situation. He opined that as long as there were illegally parked vehicles, the HKPF had to prosecute them.
- (iii) On 9 July 2020, he saw about a dozen police vehicles parked at the entrance to Tai Po Police Station. Everyone inside was riot police officer. In this connection, he asked whether there was any social incident on that day that required the deployment of so many police vehicles. He indicated that these police vehicles were all parked at the roundabout at the back door of the police station, and it was very dangerous. In addition, had he called the HKPF to complain about the situation, would the HKPF deploy officers to prosecute these police vehicles?
- (iv) He knew that the HKPF's representatives had all along been following up on the illegal parking problem. However, he hoped that they would remind the frontline police officers to take follow-up actions more proactively and not to run away from their responsibilities.

233. Mr. TSUI Yik-fuk said that if the HKPF found any vehicles parked illegally at bus stops or restricted areas marked with double yellow lines, it would not advise them to leave first, but would prosecute them immediately for the offence of entering bus stops without permission. It was because such an act was a driving offence, which illegal parking was not. Therefore, the HKPF would not issue penalty tickets to the vehicles concerned for illegal parking. He added that vehicles could be parked in non-restricted areas, non-taxi stands and non-bus stops for picking up / dropping off passengers and loading / unloading goods. However, if they were parked on the lanes, the HKPF would first advise the drivers to leave. In addition, the HKPF would not target any particular types of vehicles for prosecution. However, regarding the illegal parking of recycling vehicles on Chui Yi Street and Chui Lok Street mentioned by Mr. LAU Yung-wai, the HKPF would also initiate prosecution. He had also received complaints from Mr. LAU, and the HKPF had prosecuted some vehicles parked on the road sections concerned at night. At this moment, however, he was not certain whether the recycling vehicle mentioned by Mr. LAU was included.

234. The Chairman asked whether the HKPF could provide Members with the hotline for reporting illegal parking.

235. Mr. TSUI Yik-fuk said that the hotline for reporting illegal parking had not resumed operation yet. After its operation was resumed, he would provide it for Members via the PPRB.

236. As Mr. Nick LAM originally intended to move a temporary motion, the Chairman announced a recess for five minutes. However, Mr. Nick LAM eventually decided not to do so.

**(4) Setting up an interchange at Lam Kam Road Roundabout**

237. The Chairman said that the Secretariat had received an e-mail from the TD on 9 July in reply to the issue of setting up a public transport interchange at Lam Kam Road Roundabout. The reply (please refer to Annex 2) had been placed on the meeting table. Members were advised to take note of it.

238. Ms. Flora MA outlined the written reply jointly submitted by the TD, HyD and DSD. She added that the TD did not object that the site originally reserved at Lam Kam Road Roundabout for the construction of a bus terminus would be reserved for the DSD as a temporary storage facility until 2023. In addition, the construction project of a bus turnaround area at Ng Tung Chai was also expected to be completed in 2023. By then, the department would examine whether it was necessary to set up an interchange at Lam Kam Road Roundabout.

239. Mr. Richard CHAN's comments were as follows:

- (i) He found the afore-mentioned reply disappointing as the departments concerned did not submit it in advance, and Members were not aware of the reply until the meeting. Therefore, he suggested that the TTC should not accept the reply as an official reply from the departments, and should regard it as not received. Therefore, this issue should continue to be followed up in matters arising. Meanwhile, the departments concerned should also submit another written reply in greater detail.
- (ii) The reply stated that the TD found it unreasonable to set up a temporary bus stop at the open space outside Lam Tsuen Wishing Square, as special traffic arrangements would be implemented there during the Lunar New Year to meet the demand of Lam Tsuen Well-wishing Festival. He found it extremely unreasonable as the department claimed that it paid regard to the transport needs during that particular festival while ignoring the transport demand of residents on other days. In addition, the afore-mentioned reply was the same as the one provided by the departmental representatives at the meeting, with no data provided. To him, therefore, it was as if the reply above had never been submitted. He asked the departments to provide the data concerned and the process of studying the proposal so as to prove the

proposal infeasible.

- (iii) The reply mentioned that the TD would urge KMB to enhance the frequency of short-haul services to meet the demand for travelling from Tai Po to Lam Kam Road (Lam Tsuen Valley). In this connection, he asked how the department would urge KMB, and asked KMB to respond to the following questions, including: (1) whether it had enhanced the frequency of the services concerned; (2) the service frequency of which bus routes had been enhanced; and (3) how many additional departures had been provided. He said that the department should not think that it could respond to Members' requests by submitting vague responses or making suggestions that had never been implemented.
- (iv) In addition to the TD, he also asked the DSD and HyD to respond to the reply, as it was a joint reply from these three departments.
- (v) Several members had objected that the site originally reserved at Lam Kam Road Roundabout for the construction of a bus terminus would be reserved for the DSD. If the departments concerned still reserved the site for the DSD, it meant that they ignored Members' objections as if no consultation had been carried out. Members would also object to the proposal at the meeting and continue to discuss the use of the site. Therefore, he did not understand why the TD did not object to the proposal.

240. Members agreed not to accept the reply.

241. Mr. TANG Ching-kit said that KMB planned to increase the services of route 64K so as to enhance the transport services between Lam Tsuen and Tai Po. KMB planned to provide new buses, which would carry 13% to 14% more passengers compared with the current buses of route 64K. KMB had arranged for trial runs of the route with the TD and HKPF. The result was good, and it was making arrangements for bus driver training. In addition to using buses with higher carrying capacity for the above route, KMB would also explore ways to enhance the frequency of the route. KMB hoped that the afore-mentioned measures could improve the transport services from Lam Tsuen to Tai Po in the morning.

242. The Chairman said that KMB should provide the information for DC Members of the constituencies concerned in a proactive manner so that they could report to the residents, and it was not necessary for KMB to provide it only after Members had asked for it at the meeting.

243. Ms. Flora MA said that the department had been discussing the proposal to set up an interchange at Lam Kam Road Roundabout at the Working Group on Improvements to Major Roads in Rural Areas and TTC since 2014, and the discussions had been recorded in the minutes. Members could refer to the minutes to find out the discussion process of the above proposal.

244. The Chairman said that Members would continue to follow up on this issue.

**XI. Highways Department (Tai Po District) – Items included in the installation of barrier-free access facilities and the timetable concerned**

(TPDC Paper No. TT 57/2020)

245. Mr. SIU Wai-kwan asked Members to take note of the captioned paper.

246. Mr. AU Chun-wah asked about the progress of HyD Structure No. NS78 on behalf of Mr. MAN Nim-chi, the Vice-chairman. This project was not included in the captioned paper. However, as Mr. MAN Nim-chi, the Vice-chairman, knew that the HyD was conducting surveying work, he would like to find out the latest progress of the lift installation works.

247. Mr. YAM Kai-bong said that the lift installed under HyD Structure No. NF266 had commenced operation after the Lunar New Year. However, when the black rainstorm warning signal was in effect about three to four weeks ago, even if the lift was not flooded and the rain was not very heavy, the lift buttons had still been damaged, and it took the HyD more than a month to fix them. Therefore, he hoped that the department would test the waterproof capability of all lifts, such as whether they could operate in a stable manner in heavy rains. He found it unacceptable that splashes of rainwater on lift buttons could cause lifts to break down, making it impossible for people in need to use them. Therefore, he asked the department to pay extra attention to it.

248. Mr. SIU Wai-kwan noted the views of Mr. YAM Kai-bong, and would relay them to the colleagues concerned. Meanwhile, the department would also improve its maintenance work. In addition, as the projects undergoing surveying work were not included in the captioned paper, he would ask the colleagues concerned to provide Mr. AU Chun-wah with the latest progress of the lift installation works under HyD Structure No. NS78 after the meeting.

**XII. Highways Department (Tai Po District) – Traffic improvement works completed in the past two months and to be carried out in the next three months**

(TPDC Paper No. TT 58/2020)

249. Mr. SIU Wai-kwan asked Members to take note of the captioned paper.

250. Mr. YIU Kwan-ho said that according to the captioned paper, the construction of the light-controlled crossing at the junction of Chong San Road and Fo Shing Road was underway, pending various works such as power supply, signal connection and traffic light installation. In this connection, he asked, based on the current progress, whether the project could be completed on schedule (i.e., by September 2020) or even earlier, as the traffic condition at the location concerned was rather dangerous. In addition, a colleague from the TD's transport section had told him that the signal time of the four sets of traffic lights on Chong San Road would be adjusted in the future so that signal changes would be synchronised. By doing so, vehicles would not have to spend a

long time waiting for the four sets of traffic lights to change signals. He would like the department to confirm at this meeting whether the above adjustments would be made, and asked about the progress of the improvement works at the bus stop on Chong San Road.

251. Mr. SIU Wai-kwan said that regarding the progress of the construction of light-controlled crossing at the junction of Chong San Road and Fo Shing Road, the HyD had completed the civil engineering projects in early June, and was currently waiting for the CLP Power Hong Kong Limited and the signal company to carry out connection works. Meanwhile, the TD was also proactively asking the afore-mentioned companies to begin the works as soon as possible. In addition, as regards the progress of the improvement works at the bus stop on Chong San Road, the HyD had submitted the temporary traffic arrangements for the works to the departments concerned for approval, and was currently waiting for an excavation permit from the departments concerned. After the excavation permit had been issued, the department would begin the works as soon as possible, and the works were expected to be completed in September 2020.

252. Ms. Summer LEE said that the TD would inform the department's traffic section about the proposal to adjust the signal time of the four sets of traffic lights on Chong San Road. They should be able to adjust the time.

### **XIII. Any other business**

253. The Chairman said that at the meeting on 7 July 2020, the TPDC had endorsed a total of \$400,000 (including surplus funding) for the working groups under the TTC, including the Working Group on Provision of Public Bus and Minibus Services (\$100,000), the Working Group on Improvements to Major Roads (\$100,000), as well as the Working Group on Road Safety Campaign and Cycling Network Development (\$200,000). Members were advised to take note of the above information.

### **XIV. Date of next meeting**

254. The Chairman announced that the next meeting would be held at 9:30 a.m. on 4 September 2020 (Friday).

255. There being no other business, the meeting was adjourned at 5:41 p.m.