

**Minutes of the 6<sup>th</sup> Meeting in 2020**  
**of the Traffic and Transport Committee**  
**of Tai Po District Council**

Date: 6 November 2020 (Friday)  
Time: 9:37 a.m. – 6:09 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	Beginning of the meeting	End of the meeting
Mr. AU Chun-wah	Beginning of the meeting	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	9:52 a.m.	End of the meeting
Mr. HO Wai-lam	Beginning of the meeting	End of the meeting
Mr. LAM Ming-yat, Nick	9:58 a.m.	End of the meeting
Mr. LAM Yick-kuen	9:39 a.m.	12:08 p.m.
Mr. LAU Yung-wai	Beginning of the meeting	End of the meeting
Mr. LIN Kok-cheung, Dalu	10:45 a.m.	End of the meeting
Mr. SO Tat-leung	Beginning of the meeting	End of the meeting
Mr. TAM Yi-pui	10:25 a.m.	End of the meeting
Mr. WONG Siu-kin	10:36 a.m.	4:29 p.m.
Mr. WU Yiu-cheong	Beginning of the meeting	End of the meeting
Mr. YAM Kai-bong	Beginning of the meeting	End of the meeting
Mr. YIU Kwan-ho	Beginning of the meeting	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
Miss 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
Mr. AU Kak-loi, Peter	Senior Transport Officer / Tai Po / Transport Department (“TD”)
Ms. SO Pui-man, Coco	Transport Officer / Tai Po 1 / TD
Mr. HUI Ka-chun, Billy	Senior Engineer / Strategic Studies 1 / TD
Mr. CHEUNG Lai-shun, Benedict	Senior Engineer / Walkability 2 / TD
Ms. LEE Wing-sum, Summer	Engineer / Tai Po 1 / TD
Mr. WONG Ka-lam, Matthew	Engineer / Tai Po 2 / TD
Mr. PANG Hiu-fung	Engineer / Tai Po 3 / TD
Mr. CHEUNG Wing-cheong, Eddie	Engineer / Monitoring and Projects / TD
Ms. CHIU Chi-heng, Sharon	Engineer / Strategic Studies 6 / TD
Mr. YEUNG Chin-ho, Daniel	Engineer 6 / Walkability / TD
Mr. YIU Chiu-chung	Senior Engineer 2 / Universal Accessibility / Highways Department (“HyD”)
Mr. CHENG Wun-chee	District Engineer / Tai Po (1) / HyD
Mr. CHANG Yan-fung, David	Engineer 6 / 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. KONG Wai-fung, Ryan	Operations Officer / Tai Po Police District / Hong Kong Police Force (“HKPF”)
Mr. TSUI Yik-fuk	Station Sergeant / Traffic Wing / Tai Po Police District / HKPF
Mr. CHEUNG Sau-cheong, Andrew	Senior Environment Protection Officer (Assessment & Noise) 1 / Environmental Protection Department (“EPD”)
Mr. TAM Tsun-hei, Jeff	Manager / Public Affairs / Kowloon Motor Bus Company (1933) Limited (“KMB”)
Mr. CHEUNG Kiu-kwong, Andy	Manager / Operations / KMB
Mr. TANG Ching-kit	Assistant Manager / Transport Planning / KMB
Mr. CHAN Chung-yi	Officer / Planning and Development / KMB
Ms. LAM Yuen	Public Relations Manager (External Affairs) / Mass Transit Railway Corporation Limited (“MTRC”)

Mr CHAN Ho-kong	Director / Mannings (Asia) Company Limited (“Mannings”)
Mr. CHEUNG Kin-keung	Deputy Managing Director / Mannings
Ms. CHENG Wing-yin	Project Engineer / Mannings
Mr. KWOK Ching-him	Technical Director / MVA Hong Kong Limited
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 and thanked Mr. MAN Nim-chi, the Vice-chairman, for chairing the previous TTC meeting. In addition, he announced that Mr. WONG Ka-lam, Matthew, Engineer / Tai Po 2 of the TD would attend the meetings from now on in place of Mr. LAM Tak-ho, Alex, who had been transferred out.

### **I. Confirmation of the minutes of the 5<sup>th</sup> meeting in 2020 of the TTC on 4 September 2020** **(TPDC Paper No. TT 78/2020)**

2. The TPDC Secretariat did not receive any proposed amendment to the afore-mentioned 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 in Tai Po District** **(TPDC Paper No. TT 79/2020)**

4. The Chairman welcomed the following departmental and company representatives to attend the meeting for this agenda item:

#### HyD

Mr. YIU Chiu-chung, Senior Engineer 2 / Universal Accessibility  
Mr. CHANG Yan-fung, David, Engineer 6 / Universal Accessibility  
Mr. WONG Ka-ming, Public Relations Officer / Universal Accessibility

#### Mannings

Mr CHAN Ho-kong, Director  
Mr. CHEUNG Kin-keung, Deputy Managing Director  
Ms. CHENG Wing-yin, Project Engineer

5. Mr. YIU Chiu-chung went through TPDC Paper No. TT 79/2020 and pages 1 to 6 of the PowerPoint presentation concerned (see Annex 1).

6. Mr. CHAN Ho-kong went through pages 7 to 14 of the PowerPoint presentation concerned (see Annex 1).

7. Mr. YIU Chiu-chung provided supplementary information about the preliminary studies on the four walkways set out in Annex (Table 2) of Paper No. TT 79/2020, including: (1) Walkway No. NS142&142A; (2) Walkway No. KF02; (3) Walkway No. FS01; and (4) Walkway No. KF01. He asked Members to select no more than three of the afore-mentioned walkways for the HyD to proceed to the next stage.

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

- (i) Regarding Walkway No. KF01, as it was not possible to install a lift within Wang Fuk Court, only one lift could be installed. If only one lift could be installed, it would not be possible to achieve the objectives of the Universal Accessibility Programme ("UAP"). Furthermore, the number of users of the proposed lift would also be very small, as the proposed lift only allowed users to reach one side of the existing footbridge. To reach the other side, staircases had to be used. As such, people with disabilities could not be benefitted. Therefore, he opined that it was not really necessary to install a lift at Walkway No. KF01.
- (ii) Regarding Walkway No. KF02, there were plenty of elderly facilities nearby, and the shopping mall and other areas were also frequented by many people. Moreover, vehicles were travelling at a rather high speed at the nearby pedestrian crossing (zebra crossing). Therefore, he found it necessary to install a lift at Walkway No. KF02.
- (iii) Although the installation of a lift off Block B of Kwong Yan House, as proposed by him and Members in the past, was not one of the options in this programme, he hoped that the HyD would consider incorporating the above proposal into the UAP.

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

- (i) He had reservations about the proposal to install a lift at Walkway No. KF01. Mannings' representative had just said that the proposed lift was not only connected to the floor of the existing footbridge, but also to the floor of the existing community hall. However, users who had arrived at Wang Fuk Court via the footbridge could not use the lift to reach the floors below. As such, most users of the proposed lift were those heading to the community hall. Therefore, he opined that the lift was not very practical indeed. Although it was better to have a lift than not, it would not

be a wise use of public funds if the construction cost would amount to \$20 million (excluding future maintenance costs) and the utilisation rate would be low.

- (ii) He said that, for example, users could simply use the staircase in front of the K series bus stop near Walkway No. KF01 to reach the footbridge concerned. Meanwhile, users carrying luggage could use the big ramp ahead. After the lift was installed at the afore-mentioned walkway, although users could use the lift to go to Kwong Yau House and Kwong Ping House, those who were not residents of these housing blocks would not be able to enter the housing estate and therefore could not proceed to the shopping mall platform at Kwong Fuk Estate. Therefore, he opined that the proposed lift was of little use. Among the residents in Wang Fuk Court, there might be wheelchair users or someone pushing a pram. After crossing the pedestrian crossing, they would go past the K series bus stop and use the proposed lift to reach the community hall. In this case, they would find the lift somewhat necessary. However, the area near the afore-mentioned pedestrian crossing was too narrow for additional pedestrian crossing facilities. As such, those using the crossing were also at risk. Therefore, he had reservation if users had to cross the afore-mentioned pedestrian crossing before using the proposed lift.
- (iii) Regarding Walkway No. KF02, according to the data provided by the HyD, the pedestrian flows towards Kwong Fuk Commercial Complex and Kwong Shung House per hour were not substantial. He also pointed out that Kwong Fuk residents were used to taking certain routes to go to the platform. For example, there were lifts near Kwong Ping House and Kwong Yau House for them to go to the platform or reach the ground floor. Therefore, he speculated that the nearby residents would not bother to use the lifts to go to the platform, and only passers-by would do so. However, he opined that the proposal would be feasible if the lift was installed next to the parking space of the silver vehicle at the side of the carpark, and an exit was opened at the carpark. The reason was that there were not any lifts and barrier-free access at the carpark to connect to the platform, and people with disabilities or those pushing a pram had to use the staircase to get there. If the carpark was connected to the two exits of the carpark and then to the platform, the proposed lift at the afore-mentioned location would be more useful. As regards another proposed lift near Kwong Shung House, it only reached the ground floor and the footbridge, but not the platform of Kwong Shung House. If the proposed lift was connected to the platform of Kwong Shung House, it could offer more convenience to the residents of Kwong Chi House and Kwong Shung House, especially those pushing a pram, the elderly and people with disabilities, who currently had to walk to the nearby market before using the lift there go to the platform.

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

- (i) He asked the HyD to repeat the preliminary estimated cost of the proposed lifts at the four walkways mentioned above.
- (ii) Regarding Walkway No. KF02, he opined that if the proposed lift could reach three floors, including the ground floor (the lowest floor), the carpark (the middle floor) and the footbridge (the top floor), more users would be benefitted. He indicated that it was currently rather inconvenient to go to the middle floor (the carpark) as there was no barrier-free access near the carpark to connect the ground floor and the platform. If they were connected by a lift, barrier-free access facilities would be more complete.
- (iii) Regarding Walkway No. FS01, as the footbridge at Sun Hing Garden was a concrete structure, it was necessary to penetrate the footbridge while ensuring that its structure, including concrete and steel bars, would not be damaged. Therefore, the works were somewhat difficult. Some residents were also concerned about the above situation. Similar to what Mr. KWAN Wing-yip, the Chairman, had told the HyD before the meeting, he would like to suggest the department explain the above situation to the owners' corporation and residents concerned. As the aforementioned footbridge was managed by the owners' corporation of Sun Hing Garden, and the installation of the proposed lift might damage the footbridge at Sun Hing Garden, he opined that the HyD should deal with the issue more prudently.

11. The Chairman's comments were as follows:

- (i) Regarding Walkway No. FS01, he had carried out inspections with the chairman and one or two members of the owners' corporation concerned. They had also relayed to him the above concerns expressed by Mr. YAM Kai-bong. Meanwhile, they could take the time to meet with the HyD to discuss the proposal to install a lift at the afore-mentioned walkway.
- (ii) The footbridge at Sun Hing Garden was a common area of a Home Ownership Scheme ("HOS") estate. As such, it did not meet the requirements of the Special Scheme, which was applicable to common areas of Tenants Purchase Scheme estates and public rental housing estates with properties divested. He asked whether it was still possible to install a lift near the afore-mentioned footbridge under the Special Scheme.

12. Mr. LAU Yung-wai cited the captioned paper, saying that "after the works of the lift are completed, the daily management and relevant expenses of the lifts (including security, cleaning, assistance in handling emergencies, etc.) will be paid by the owners at the housing estate". In this connection, if the lift had defects after completion, but the owners' corporation or most owners at

the housing were against repairing it, he wondered whether the Government had any mechanism to deal with it, such as requiring the owners' corporation or owners to repair it, or whether they could choose not to do any repairs.

13. Mr. YIU Chiu-chung's comments were as follows:

- (i) Regarding Walkway No. KF01, as Wang Fuk Court was an HOS estate rather than one of the three types of housing estates covered by the Special Scheme, lifts could not be installed there. Furthermore, the consultancy could not find any suitable place to install a lift near Wang Fuk Court. Therefore, as mentioned by Members, if the lift was installed at the afore-mentioned walkway, it could only take users from Kwong Fuk Estate to the footbridge. However, users at Wang Fuk Court had to use a staircase to go to the ground floor, and there were not even any facilities that helped wheelchair users reach the ground floor. The objective of the UAP was to make it easier for residents to cross the road. However, it seemed that this objective could not be achieved by installing lifts at the afore-mentioned walkway.
- (ii) Regarding Walkway No. KF02, according to the design by the consultancy, the proposed lift could reach the body of the existing footbridge, namely the horizontal level of the existing platform. As such, after users had crossed the road, they could go from the afore-mentioned location to the ground floor. However, if technically feasible, the HyD and the consultancy would also consider different designs to provide convenience for the public. Therefore, if Members selected the afore-mentioned walkway, he opined that the design of the lift could still be further studied.
- (iii) Regarding Mr. YAM Kai-bong's question, Members could refer to Table 2 in the Annex of the captioned paper regarding the preliminary estimated construction cost of the proposed lifts at the four afore-mentioned walkways.
- (iv) Regarding Walkway No. FS01, as the footbridge at Sun Hing Garden was a concrete structure, the consultancy had to study in detail whether it was possible to open up a space on the bridge body to connect to the lift, which was one of the difficulties. In addition, as the afore-mentioned footbridge was managed and maintained by Sun Hing Garden, it was necessary to secure the consent of Sun Hing Garden before the lift was installed. Therefore, if Members selected the afore-mentioned walkway, the HyD would like to discuss details with the owners' corporation and residents of Sun Hing Garden on how to deal with it. In addition, as the residents of Fu Shin Estate could also use the proposed lifts at the afore-mentioned walkway, and the housing estate was among the three types of housing estates under the Special Scheme, the requirements of the scheme were met.
- (v) Regarding Mr. LAU Yung-wai's enquiry, if the lift malfunctioned due to damage, the Government would be responsible for its repair and maintenance. As regards the

lifts within housing estates, the daily management, including deploying staff to inspect and clean the lifts, had to be undertaken by the estate's committee, whereas the repair of damaged lifts was carried out by the Government. The estate's committee only had to report to the HyD about the damaged lift, and the department would deploy staff to repair it. In addition, regarding Walkway No. FS01, he indicated that the proposed lift would be installed on a public pedestrian way, not within the housing estate. Therefore, owners at Fu Shin Estate did not have to undertake the daily management of the proposed lift either.

14. Mr. MAN Nim-chi, the Vice-chairman, asked whether the maximum pedestrian flow per hour mentioned in the preliminary study findings on the four walkways in Table 2 in the captioned paper referred to the pedestrian flow per hour on the footbridge, or the pedestrian flow at the crossings on both sides before the lift was installed (such as the pedestrian flow coming from residents who crossed the road illegally by walking directly from the K series bus stop to Wang Fuk Court). He opined that the UAP aimed at installing lifts so as to make it more convenient for users to cross the road. However, the statistics above did not show the need to install lifts, and the study findings also mentioned the nearby facilities for the elderly or disabled. Therefore, the statistics above might be misleading.

15. Mr. YIU Chiu-chung responded that the afore-mentioned statistics on the maximum pedestrian flow per hour was collected with the TD's assistance. It referred to the number of people in general, not the number of people with disabilities. As some locations were not equipped with barrier-free facilities, they were inaccessible by people with disabilities for the time being. However, the statistics above still showed the utilisation rate in general. The HyD believed that the lift, once installed, would be used by the elderly and people with disabilities. Therefore, the statistics above was for reference only, showing the daily utilisation rate of the footbridge. However, it did not show how many people with disabilities or elderly people would actually use the lift.

16. Regarding Walkway No. KF01, Mr. CHOW Yuen-wai opined that if the lift was not installed at the footbridge across Kwong Wang Street near Kwong Fuk Estate and within area of Wang Fuk Court but was installed only on the other side, it was likely that some residents who had reached the footbridge using the lift on one side would find out that there was no lift on the other side to go to the ground floor. However, he indicated that there was a bus stop under the footbridge across Kwong Wang Street near Kwong Fuk Estate and within the area of Wang Fuk Court. The management and daily operation of the bus stop was undertaken by the bus company. As the bus stop in that area was also a public transport facility, he asked whether the HyD would never consider installing lifts there. Given the large number of residents who took bus route K series every day, there was a certain pedestrian flow towards the bus stop. If a lift was installed there, the residents at Wang Fuk Court would have one more option, without having to cross the narrow and busy road at their own risk.

17. Mr. YIU Kwan-ho said that if Members selected Walkway No. KF02 as the location for installing a lift, he also hoped that the HyD would study the feasibility of building an exit leading from the lift at the walkway to the carpark. In addition, although the plan to install a lift at Walkway No. KF01 was impractical and did not meet the objectives of the UAP, he hoped that the department concerned would study the feasibility of providing crossing facilities nearby, such as zebra crossings or pedestrian crossings, so as to ensure the safety of residents.

18. Regarding Walkway No. KF01, the Chairman said that there was a staircase near Wang Fuk Court. Some Members had suggested removing the staircase before installing a lift. In this connection, he asked the HyD whether the above suggestion was feasible.

19. Mr. YIU Chiu-chung said that the HyD also hoped to install a lift near Wang Fuk Court. However, according to the land lease, the staircase mentioned by the Chairman was also within Wang Fuk Court. Given that all projects under the Special Programme must not involve land resumption, even if the afore-mentioned staircase was removed, the lift could not be installed at the same location. In addition, as Wang Fuk Court was not among the three types of housing estates under the Special Programme, the department had no way to install a lift at Wang Fuk Court for the time being. The only way was that Wang Fuk Court installed it at its own expense. However, this did not fall within the ambit of the Government. Therefore, Members should consider whether to select Walkway No. KF01 as the location for installing a lift. Even after the selection, only one lift could be installed across Kwong Wang Street near Kwong Fuk Estate. In addition, some Members had suggested providing other crossing facilities near Wang Fuk Court. The HyD would relay the suggestion to the TD.

20. The Chairman's comments were as follows:

- (i) Except for Walkway No. KF01, Members did not object to the installation of lifts by the HyD at the other three walkways as the projects under the Special Programme. In addition, he suggested the HyD liaise with DC Members of the respective constituencies where the afore-mentioned three walkways were located. If necessary, it could also contact the Housing Department, The Link or the housing estates concerned. He believed that DC Members of the constituencies concerned could also assist in liaising.
- (ii) Regarding the three walkways selected by Members, if the HyD found any problems when the work was underway, he asked how the department could use the relevant mechanism to select another walkway as a substitute, such as the suggestion made by Mr. YIU Kwan-ho in paragraph 8(iii) above. Meanwhile, the department should also report to Members on the issue again at the TTC meeting.



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

- (i) Regarding the suggestion made by Mr. YIU Kwan-ho in paragraph 8(iii) above, the HyD had tentatively designated the location concerned as Walkway No. KF04 and considered it as a project to be implemented, so as not to mix it up with the three walkways selected above.
- (ii) Except for Walkway No. KF01, the HyD would commission a consultancy to conduct further studies on the other three walkways selected by Members, and liaise with the owners' corporations and mutual aid committees concerned. If it was found that the walkways did not meet the requirements of the UAP, the HyD would report to the TTC and consider ways to replace the non-compliant walkways.

22. The Chairman said that after Members had selected the above three walkways at this meeting, if the HyD made any changes to the works or found any problems with the above three walkways during the studies so that the lifts could not be installed, the department would be asked to attend the TTC meeting and report to Members.

23. Mr. YIU Chiu-chung agreed with the Chairman's suggestion in paragraph 22 above. However, he added that the HyD had not established any automatic replacement mechanism for the Special Programme. Therefore, if there was a need to install a lift at Walkway No. KF04 in the future, the HyD would have to attend the TTC meeting again to discuss with Members.

24. Mr. AU Chun-wah asked whether the HyD, after commissioning a consultancy to carry out studies, would launch the projects directly or attend the TTC meeting again to report the study findings for Members to decide whether to launch the projects. He said that, for example, if the study findings showed that the proposed lift at Walkway No. KF02 could not be connected to the carpark or failed to explain the situation of the proposed lift tower at Kwong Shung House, and he was not happy with the study findings and proposed amendments, would the department suspend the lift installation works?

25. The Chairman asked whether the HyD would launch the projects directly or carry out studies first, after Members had selected the walkways at this meeting.

26. Mr. YIU Chiu-chung briefed on the procedures of the Special Programme: (1) members selected the walkways where lifts were required; (2) the HyD would carry out detailed design work for the walkways concerned; (3) during the design stage, the HyD would liaise with DC Members and residents in the constituencies concerned to ensure that the design met their requirements; (4) after the design work had reached the latter stages, the HyD would attend the TTC meeting again and report to Members on the design. Only upon securing Members' consent would the department implement the proposals and hire a contractor to launch the projects. The afore-mentioned

procedures were the same as those in the second phase of the UAP implemented by the department.

27. Mr. AU Chun-wah asked whether the above reply from the HyD meant that the proposal to install lifts at the walkways concerned would simply be scrapped if Members disagreed with the department's design, as the department did not have any automatic replacement mechanism at present.

28. Mr. YIU Chiu-chung said that as the Special Programme suggested Members select no more than three walkways for installing lifts, if Members disagreed with any of the design proposals by then, the HyD would only implement the remaining two walkway design proposals approved by Members. As Members could select no more than three existing walkways as the projects under the Special Programme, the department would reserve the walkways for Members to consider installing lifts. However, the department did not have any automatic replacement mechanism at present. For example, if Members disagreed with the design proposal of Walkway No. KF02, the department would not study the design proposal about the lift at Walkway No. KF04 directly. Instead, it would consult Members about the walkway first, and would secure Members' consent before beginning the work.

29. The Chairman suggested that if the HyD carried out feasibility studies on the selected walkways and drew up the improvement plans concerned, it had to attend the TTC meeting to report on the situation. Moreover, it had to secure Members' consent before implementing the projects.

30. Mr. YIU Chiu-chung agreed with the above suggestions. He added that the HyD would invite the consultancy to brief Members on the design proposals and works progress at the TTC meeting in due course.

31. The Chairman said that the TTC selected Walkways No. NS142&NS142A, KF02 and FS01 as the projects to be launched under the Special Programme, and asked the HyD to take follow-up actions.

### **III. Transport Department – Proposed traffic improvement measures for On Pong Road and On Tai Road in Tai Po**

(TPDC Paper No. TT 80/2020)

32. The Chairman welcomed Mr. HUI Ka-chun, Billy, and Ms. CHIU Chi-heng, Sharon, Senior Engineer / Strategic Studies 1 and Engineer / Strategic Studies 6 respectively of the TD, as well as Mr. KWOK Ching-him, Technical Director of MVA Hong Kong Limited, to attend the meeting for this agenda item.

33. Mr. HUI Ka-chun, Billy, went through TPDC Paper No. TT 80/2020 and the PowerPoint presentation concerned (please refer to Annex 2).

34. Regarding page 5 (road design) of the afore-mentioned PowerPoint presentation, Mr. AU Chun-wah's comments were as follows:

- (i) He had inspected the afore-mentioned road design arrangements with the TD's staff. Subsequently, he had consulted the owners' corporations and relevant committees of Tai Po Plaza and Tai Po Centre, and had conducted a consultation on the Internet. The residents generally agreed with the captioned proposal and supported converting part of On Pong Road, namely the section between its north and south junctions with On Tai Road, to a one-way lane in clockwise direction.
- (ii) To his understanding, some people had studied the possibility of converting part of On Pong Road and On Tai Road between the afore-mentioned north and south junctions to a one-way lane altogether as early as five to six years ago. However, the current decision was that only the afore-mentioned section of On Pong Road would be converted to a one-way lane.
- (iii) Representatives of Tai Po Centre and Tai Po Plaza opined that a pilot scheme could be implemented on the afore-mentioned one-way lane proposal. However, the TD had to modify the existing facilities first. For example, the safety island off PARKnSHOP had to be demolished so that the junction which could merely accommodate four vehicles at present could be turned into three lanes (one of them being a passing bay) for implementing the above proposal on a trial basis. In this connection, residents were worried that if the proposal was found to be infeasible after the pilot scheme, the safety island could not be restored.
- (iv) Representatives of Tai Po Centre and Tai Po Plaza did not suggest providing additional passing bays next to the straight road of On Pong Road, as this would only result in more vehicles being parked there. According to their observation, the demand for loading and unloading activities there was not great. The nearby mall also provided two loading and unloading areas, which however were not open to motorists. Nonetheless, they agreed to provide additional passing bays near the multi-storey carpark on On Pong Road and the entrance to the carpark at Tai Po Mega Mall Zone B.
- (v) He had explained to the representatives of Tai Po Centre and Tai Po Plaza that the additional passing bays would not affect the existing planters, and there would only be one opening for the public to go through. However, they had repeatedly reminded them not to affect the existing trees wherever possible, as trees helped insulate vehicle noise. Nonetheless, they did not object to making an opening.
- (vi) At the crossroad near On Po Road and Tai Yuen Estate, there was only one lane (for

vehicles to go straight or turn right) at present, which was wide enough for three to four vehicles. In this connection, he suggested the TD study the possibility of providing an additional lane at the afore-mentioned junction. The lane to the left of the traffic light on On Tai Road (towards Tai Yuen Estate) could be turned into a lane for vehicles to go forward or turn right, whereas the lane on the right should allow vehicles to turn right only, so as to speed up the vehicular flow at the afore-mentioned traffic light and reduce traffic congestion on On Tai Road. The TD had indicated that the above road section had one lane for motorists to go forward and one for turning right. As such, Members were worried that if there was traffic congestion at the road section above, the traffic queues would extend backwards.

- (vii) There was only one lane behind the traffic light at the pedestrian crossing at Tai Po Plaza, with many illegally parked vehicles nearby. Therefore, although the traffic at the afore-mentioned traffic light was generally smooth, Members were worried that if there was traffic congestion on the right turning lane, traffic queues would extend way back to the road sections behind.
- (viii) During holidays or Yata Sale Day, vehicles waiting for parking spaces would wait along the roads from Tai Po Centre Multi-storey Carpark to On Pong Road and Nam Wan Road. If these road sections were narrowed and allowed only one vehicle to travel, the vehicles queues waiting for parking spaces could be shortened, and congestion would be reduced.
- (ix) If the TD adopted his suggestion by setting up a right turning lane and a left turning lane on On Tai Road (northbound), while narrowing the lanes on On Tai Road (southbound) and the road section at the Food and Environmental Hygiene Department (“FEHD”) refuse collection point near Tai Po Centre Multi-storey Carpark so that only one lane remained, leaving insufficient room for two vehicles to stay side by side, the illegal parking problem on the road sections concerned might be relieved.
- (x) Residents suggested maintaining the width of the existing road as a four-lane carriageway. At present, even if vehicles were parked on both sides of the road, the middle of the road was still wide enough for two vehicles to travel side by side. They were worried that if part of On Pong Road was turned into a one-way lane, the road would be narrower and become a two-lane carriageway. In addition, some vehicles might be parked at the proposed passing bay or on the other side of the road. Some vehicles might also be waiting to enter the carpark, leading to traffic congestion in the middle of the road. Therefore, the residents opined that if the width of the existing road remained the same and no additional passing bay was set up there, even if both sides of the road were full of vehicles, the middle of the road was still wide enough for two vehicles to travel side by side, and the traffic would be smoother instead. In this connection, he suggested the TD and the consultancy study whether

the situation would be the same as expected by the residents, and whether the width of the road section concerned met the road requirement (10.3 metres) after a passing bay was set up.

- (xi) The illegal parking problem on On Tai Road was so serious that it caused traffic congestion and even led vehicles to travel in opposite directions. In this connection, residents hoped that he would inform the HKPF about the situation and ask them to take law enforcement actions against illegal parking. Otherwise, even if the road improvement measures suggested above had been implemented, the traffic congestion problem would not be relieved. At present, the HKPF had resumed the “three-shift” arrangement. However, the Police Community Relations Office had told him that the HKPF arranged for only one shift of police officers to take law enforcement actions against illegal parking every day. In this connection, he suggested the HKPF arrange for every shift of police officers to take law enforcement actions against illegal parking.
- (xii) Residents were worried that if part of On Tai Road near the north junction on On Pong Road was changed into a two-lane carriageway and there was only one lane behind, vehicles turning onto On Tai Road from On Pong Road (eastbound) near Bowie Anglo-Chinese Kindergarten and from On Pong Road (westbound) would be stuck there. He indicated that many vehicles entered the afore-mentioned road sections during holidays, and there was traffic congestion on weekdays too. After changing the directions, vehicles from On Chee Road to On Pong Road (eastbound) could not go forward but had to turn left onto On Tai Road, thus increasing the vehicular flow there. Residents opined that the taxi stand on On Tai Road could be removed as the taxi queues there often occupied the turning area. Some taxis even picked up passengers on the road, which often led to traffic congestion. In addition, as vehicles had to wait for signal changes at the traffic lights on On Tai Road, and given the illegal parking problem at present, he opined that the TD should explore ways to allocate the green light time for the traffic lights on On Tai Road so as to cope with the vehicular flow.
- (xiii) Due to the frequent traffic congestion at the T-section between On Pong Road and On Tai Road outside the carpark at Tai Po Mega Mall Zone B, the TD suggested adding yellow box markings at suitable locations. However, yellow box markings had limited deterrent effects on motorists, and residents were also worried that vehicles which intended to turn right from On Pong Road onto On Tai Road would have to wait for a long time before making the turn.

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

- (i) He suggested the TD study the feasibility of turning the inner circle of On Pong Road into a three-lane one-way ring road, just like the road design of Pui Shing Road near

East Point City in Hang Hau, namely a large roundabout with three lanes. At present, the TD made the inner circle of On Pong Road a two-lane carriageway. However, many vehicles might be parked illegally in the outer circle of On Pong Road in the future. The department would even narrow certain turns, set up passing bays and designate loading and unloading areas. By then, vehicles would be parked illegally at the passing bays. In this connection, he suggested the TD consider providing an additional lane at the proposed passing bay outside the existing multi-storey carpark at Tai Po Centre, so that there would be three lanes on On Pong Road. Traffic lights or safety islands could also be set up at the crossing at the carpark at Tai Po Mega Mall Zone D for pedestrians to cross the road. Meanwhile, two additional lanes could be set up near the carpark at Tai Po Mega Mall Zone B to increase the capacity of the road section concerned.

- (ii) Even if the TD drew yellow markings on the road sections concerned, many vehicles would still be parked there illegally. Even if the HKPF took law enforcement actions more frequently, it was still difficult to resolve the illegal parking problem completely. Therefore, if On Pong Road could be widened and the inner circle was turned into a three-lane carriageway, there would be two lanes for vehicles to travel even if vehicles were parked there illegally.
- (iii) He was highly concerned about the proposed yellow box markings outside the carpark at Tai Po Mega Mall Zone B. He indicated that there was a certain vehicular flow at the right turn from On Pong Road to On Tai Road, including the vehicles turning from the left onto On Pong Road and then heading to On Tai Road, and the vehicles on On Tai Road (southbound). He was worried that if vehicles could not travel at the above junction, vehicle queues might extend to On Pong Road. The TD should carefully consider whether the junction concerned should be turned into a give way junction, or whether traffic lights should be set up at the junction concerned. It should study which option was more effective.
- (iv) He did not only object to setting up four additional pick-up / drop-off bays on On Pong Road (the road section between the south and north junctions of On Tai Road), but also objected to removing some of the planters and trees on the roadside to make way for the works. Residents did not want the trees felled due to the works either, as they had been planted there for years.
- (v) He asked whether the TD could study the possibility of designating two northbound lanes at the junction where On Tai Road led to On Po Road (namely the area above the yellow box markings that the TD originally planned to remove temporarily). He indicated that the illegal parking problem outside Tai Po Plaza was very serious in general, with some vehicles even parked illegally near the traffic light. In this connection, he opined that the illegally parked vehicles there might be reduced by providing an additional lane at the junction concerned, setting up no-stopping time

periods or drawing double yellow lines. Otherwise, there would be traffic congestion on On Tai Road as well.

36. Mr. Billy HUI responded as follows:

- (i) During the trial period of the temporary traffic measures, it was not necessary to remove the crossing (safety island) on the left of PARKnSHOP. By then, residents only had to pay attention to vehicles coming from the left when crossing the road. It was better than paying attention to vehicles coming from both directions.
- (ii) The TD would study the proposal to turn the traffic light junction on On Po Road (towards Tai Yuen Estate) into two northbound lanes. However, he said that the TD had not put forward such a proposal at this stage. The reason was that vehicles might still be parked on the lanes concerned when the nearby shopping mall held events such as Yata Sale Day, thus preventing other vehicles from entering. As such, road surface allocation would be less flexible. Therefore, although more vehicles could be accommodated by turning the afore-mentioned junction into two lanes, it was still necessary to consider the pros and cons of different situations. Furthermore, according to the TD's calculations, the afore-mentioned junction could still cope with the traffic demand at present. If the design of the existing junction was retained, even if vehicles were parked on the road section concerned, there would still be enough room for other vehicles to travel.
- (iii) The TD would further study whether it was necessary to set up a passing bay on the straight road of On Pong Road, or whether the length of the passing bay could be adjusted. According to the department's observation, there was indeed a demand for picking up / dropping off passengers and loading / unloading goods on the road section concerned. Meanwhile, the department would also inspect the actual demand for picking up / dropping off passengers and loading / unloading goods there during the trial period of the temporary traffic arrangements.
- (iv) The TD also understood that felling a large number of trees to set up additional passing bays was far from satisfactory. Therefore, it was currently studying the possibility of opening up gaps between trees and building concrete pillars on both sides of the gaps for access by the public, just like the situation at the nearby Tsui Wah Restaurant. If the above approach was feasible, trees could be preserved. However, if the department found that there was a high demand for loading and unloading goods at the passing bay, it would study the above approach again but try to preserve as many trees as possible. In addition, he indicated that as there were no trees under the bridge, the construction works of the passing bay should be easier. However, the impact of the works on the nearby trees remained unknown until the pilot scheme was over.

- (v) Regarding whether the implementation of the captioned improvement measures would lead to traffic congestion at the T-section outside the carpark at Tai Po Mega Mall Zone B, he said the consultancy, after making a projection, opined that the traffic conditions at the afore-mentioned junction would be better than the current situation after the implementation of the above suggestions, and would be able to cope with the traffic flow there. He said that, for example, vehicles which went forward after departing from Fortune Plaza would obstruct the vehicles leaving Tai Yuen Estate (southbound), making it difficult for the latter to turn right. After the captioned suggestions had been implemented, it would be possible to maximise the use of the existing road surface so that the traffic would be smoother.
- (vi) At present, the traffic lights at the junction of On Tai Road operated in a cycle of about 60 seconds, in which some 30 seconds were allocated to green light for pedestrians to cross the road. The TD would adjust the duration of the signals according to the changes in pedestrian flow or vehicular flow during the trial period of the traffic improvement measures, so as to avoid traffic congestion at the afore-mentioned junction and prevent traffic queues from extending backwards.
- (vii) The TD believed that even if the inner circle of On Pong Road was turned into three one-way lanes, motorists would still park their vehicles on both sides of the road. If large vehicles were parked there, the middle of the road would not be wide enough for vehicles to go through. On the contrary, according to the department's current proposal to set up a passing bay on the afore-mentioned inner circle and narrow the crossing, motorists would know that vehicles were not allowed to be parked on that section, or else they would obstruct the passage of other vehicles. If vehicles had to queue up to enter Tai Po Centre Multi-storey Carpark, they would wait at the side. Therefore, the department's proposal could ensure enough room for vehicles to go through while keeping the traffic smooth. Meanwhile, with fewer vehicles entering the road, the capacity would increase to the extent that it was sufficient to cope with the vehicular flow.

37. Mr. YAM Kai-bong said that according to the TD's representative, the department would study the feasibility of shortening the proposed passing bay. In this connection, he asked whether it meant that the space originally reserved for the passing bay would be used for constructing lanes, or the pedestrian way would be moved outwards while the width of the lanes on both sides of the red line on page 5 of Annex 2 would remain unchanged. In this connection, he clarified that he did not suggest the department widen the pedestrian way using the space freed up from shortening the proposed passing bay.

38. Mr. AU Chun-wah asked the TD to reply to his enquiry in paragraph 34(x) above.

39. Mr. Billy HUI said that regarding Mr. YAM Kai-bong's enquiry, the TD would first implement the pilot scheme according to the original proposal, which meant that four passing bays measuring about 160 metres long in total would be set up. Only water-fill barriers would be placed temporarily as parking bays, and no trees had to be felled. Upon completion of the pilot scheme, if it was found that the demand for additional passing bays was smaller than expected, the department would study the spatial planning to determine whether the space freed up from removing the passing bays would be used for widening the pedestrian ways or constructing lanes. By then, Members would be consulted again.

40. Mr. KWOK Ching-him said that regarding Mr. AU Chun-wah's enquiry, the pedestrian way next to the circular part of On Pong Road was 10 to 10.7 metres wide, measured from the side of the road. Taking into account the difference at different positions, the average width was 10.3 metres. According to the captioned proposal, the width of the lanes might be reduced due to the construction of the passing bay and the widening of the pedestrian way. However, the consultancy would ensure that the width of the lanes met the minimum requirements of the TD and HyD, which meant that the two lanes had to be 7.3 metres wide. In addition, the consultancy suggested widening the pedestrian way next to the turn on On Pong Road. Although the 10.3-metre wide straight road could accommodate three vehicles, more space had to be reserved at the turn. Therefore, they would not set up additional passing bays at the turn to ensure smooth traffic on the two lanes.

41. The Chairman asked the TD whether Members had to decide whether to support the department in implementing a pilot scheme on the captioned proposal, and whether the department would consult Members again if there were any changes to the proposal.

42. Mr. Billy HUI said that if Members were supportive, the TD would first implement the pilot scheme, and then consult Members about the implementation of the proposal. The TD would also work with other departments concerned to study the temporary traffic arrangements and actual implementation date of the pilot scheme, and would keep in touch with DC Members of the constituencies concerned. These procedures would be carried out only after the pilot scheme was supported by Members at this meeting.

43. The Chairman asked whether Members endorsed the trial to be carried out by the TD on the proposed traffic improvement measures.

44. Members did not have any objection.

45. The Chairman asked the TD and the consultancy to follow up on the trial.

**IV. Transport Department – Proposed regulatory framework for electric mobility devices and on-site trial arrangement for the cycle track along Pak Shek Kok Promenade near the Science Park**

(TPDC Paper No. TT 81/2020)

46. The Chairman welcomed Mr. CHEUNG Lai-shun, Benedict and Mr. YEUNG Chin-ho, Daniel, Senior Engineer / Walkability 2 and Engineer 6 / Walkability respectively of the TD, to attend the meeting for this agenda item.

47. Mr. CHEUNG Lai-shun, Benedict, went through TPDC Paper No. TT 81/2020 and the PowerPoint presentation concerned (please refer to Annex 3).

48. Mr. LAM Ming-yat, Nick, said that the TD required the participants of the trial scheme to have one year's experience in using electric mobility devices. However, using electric mobility devices was an offence in Hong Kong at present. If the participants had the afore-mentioned experience, did it mean that they had admitted to breaking the law?

49. Ms. CHAN Wai-ka, Olive's comments were as follows:

- (i) How did the TD determine whether the participants had experience in using electric mobility devices?
- (ii) The on-site trial was tentatively scheduled from 10 a.m. to 7 p.m., and was mainly conducted between 10 a.m. and 6 p.m. Although it started to get dark at 6 p.m., she indicated that many users of electric mobility devices were active at night, and their devices were equipped with lighting. Therefore, if the TD would like to find out whether the users' electric mobility devices were equipped with sufficient lighting, the trial period had to be extended. In addition, as the risk of accidents was higher at night, she suggested the department carry out the trial for one or two more days and extend the trial period to 8 p.m. every day to find out the actual situation. By doing so, it would be possible to find out effectively whether using electric mobility devices was safe in daytime and at night.
- (iii) She suggested notifying the nearby residents or bicycle rental shops of the TD's on-site trial by handing out leaflets and putting up posters one month beforehand. However, as not all cycle track users rented bicycles, they might not be aware of the information on the leaflets. In this connection, she suggested the department use broadcast to remind cyclists at the first and last sections of the on-site trial area that they had entered the trial area of electric mobility devices, and that they had to comply with the rules. This approach was more effective.

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

- (i) He asked the TD about the estimated number of people signing up for the on-site trial scheme and whether there was any limit on the number of participants. He indicated that there were a certain number of bicycle hirers who used the cycle track along the road section concerned every Saturday and Sunday. Although the concerned cycle track was a straight one, they might also have accidents when riding bicycles and hit the electric mobility device users participating in the trial scheme. Therefore, he suggested the department remind the participants that they must put on safety equipment, such as helmets, and use broadcast to notify the cycle track users that they had entered the trial area of electric mobility devices at the first, middle or last section of the trial area.
- (ii) To his understanding, cyclists could ride a bicycle on a carriageway if there was no cycle track along it. As not all roads came with cycle tracks, if electric mobility devices were allowed on all cycle tracks in the future, he wondered whether electric mobility device users had to dismount when they were on a carriageway that did not have a cycle track.

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

- (i) He was happy to see the Government explore ways for the public to use electricity mobility devices legally, as the use of such devices could help reduce traffic congestion in the rural areas.
- (ii) When reviewing the use of electric mobility devices in Hong Kong, the TD had also studied the practices in other jurisdictions and cities. He asked about the specific details, including which places the TD had referred to and what practices had been adopted in these places.
- (iii) The trial locations selected by the TD included the cycle track in Tseung Kwan O and the captioned cycle track. The design of these cycle tracks was better, with wide straight roads that were not very difficult to cyclists. The department also required the participants to comply with the relevant requirements during the trial, including wearing helmets, installing lighting devices on the bicycles and complying with speed limits. The participants were also required to hold a permit issued by the department and install a speedometer to display the speed of their device. However, there were many difficult cycle tracks in Hong Kong, with uphill and downhill sections that were rather narrow and poorly maintained. If the department allowed users to use electric mobility devices on these cycle tracks, additional trials would have to be carried out separately. For example, the cycle track at the Science Park had two tunnels, which were the only ways leading to the University Station. However, as there were ramps in the tunnels, accidents could happen easily. As such, trials should be carried out

there separately.

- (iv) He suggested the TD arrange for night-time trials as many cyclists did not use lighting devices, such as white head lamps and red rear lamps, when cycling at night.
- (v) On Saturdays, Sundays and holidays, there were many cyclists in Pak Shek Kok and the Science Park. He had discussed with the vice-chairman of the Electric Mobility Devices Association. They all opined that the TD should consider setting up a fast lane and a slow lane on the cycle track at the Science Park, with the fast lane provided for professional cyclists and electric mobility device users who rode faster, and the slow line for slower cyclists, children or families. Besides, the cycle track at the Science Park was wide enough for a fast lane and a slow lane.
- (vi) He asked whether DC Members could visit the trial areas from 11 to 14 December 2020 (tentative dates of the trial).

52. Mr. SO Tat-leung's questions were as follows:

- (i) During the trial, would the TD set a speed limit on electric mobility devices?
- (ii) Before the participants took part in the trial scheme, would the TD check in advance whether their electric mobility devices met the requirements?
- (iii) Had the TD assessed the traffic flow during the tentative dates and time of the trial so as to find out how the use of electric mobility devices was affected by various traffic flow?
- (iv) Through the trial scheme, the TD would like to find out the interaction of various types of electric mobility devices and bicycles. In this connection, he asked whether it was possible to find out the interaction between various electric mobility devices and that between electric mobility devices and pedestrians, as pedestrians often crossed the cycle track unexpectedly.

53. Mr. Benedict CHEUNG responded as follows:

- (i) Regarding the questions raised by Mr. Nick LAM in paragraph 48 and Ms. Olive CHAN in paragraph 49(i) above, in order to ensure the safety of other cycle track users, the TD required the participants to declare that they had at least one year of experience in using electric mobility devices, such as the experience they had acquired in foreign countries. As the purchase of such devices was legal, the participants' experience in using the devices on other occasions was also counted. On the day of the trial, the TD would also ask the participants to give demonstrations beforehand, if necessary, so as to ensure that they were really capable of using such devices. If they did not know how to use them, the department might ask them to leave the trial area.

- (ii) Regarding Ms. Olive CHAN's enquiry in paragraph 49(ii) above, he said that as the on-site trial was tentatively scheduled for December when it usually got dark earlier starting from 6 p.m., the TD believed that the time period from 6 p.m. to 7 p.m. was sufficient to test the use of electric mobility devices at night. Depending on the actual situation during the trial, the department would consider whether it was necessary to extend the trial period. Although the captioned cycle track was rather straight and wide, the pedestrian flow there was high (data showed that the vehicular flow on the cycle track was higher on Saturday and Sunday afternoon). Meanwhile, the department hoped that the trial would also test the use of electric mobility devices when the vehicular flow was high.
- (iii) He opined that the department could consider using broadcast at the first and last sections of the trial area to remind cycle track users that they had entered the trial area. In this connection, the TD would study the feasibility of the suggestion.
- (iv) Regarding Mr. LAU Yung-wai's enquiry, about 100 people had signed up for the on-site pilot scheme. At present, the plan was to arrange for about four trial sessions per day. According to vehicular flow data, only about 20 to 30 participants would be arranged for the trial in each session. In addition, as more cyclists used the captioned cycle track on Saturdays and Sundays, the department would adjust the quota for the trial on these days.
- (v) The TD preliminarily suggested that the general rules governing the use of bicycles should also be observed during the use of electric mobility devices on cycle tracks. For example, users had to slow down at certain junctions, and electric mobility devices should not be used at the junctions where bicycles were not allowed. The TD reiterated that even the non-central business districts in Hong Kong were crowded with people and vehicles, with frequent roadside activities. Therefore, the department for the time being did not suggest allowing electric mobility devices on carriageways so as to ensure the safety of road users.
- (vi) Regarding Mr. TAM Yi-pui's enquiry, the TD had mainly referred to 12 jurisdictions, including Shanghai on the Mainland, Singapore, Tokyo in Japan, Seoul in South Korea, Queensland and Victoria in Australia, the United Kingdom, Germany, France, Barcelona in Spain, and Washington, D.C. and New York State in the United States. The regulations on the use of electric mobility devices in the afore-mentioned places were summarised as follows: (1) generally, the public were allowed to use motorised personal mobility devices ("mPMDs") and power assisted pedal cycles (PAPCs) on cycle tracks, and electric wheelchairs were listed as a means of transport for people with disabilities or those in need, the public were thus allowed to use electric wheelchairs on pedestrian ways; (2) as the carriageways in the afore-mentioned places were generally wider than those in Hong Kong and spacious enough for setting up bicycle lanes, most of the above places allowed the public to use PAPCs on the

bicycle lanes set up on carriageways; and (3) most of the afore-mentioned countries imposed age restrictions and required users to put on helmets. Therefore, the TD would also refer to the practices concerned when drawing up legislation on the use of electric mobility devices.

- (vii) The TD would carry out on-site trials at two locations, including the Science Park and Tseung Kwan O. Despite having a higher vehicular flow, the cycle track at the Science Park was rather straight and wide. Therefore, the department would launch the trial scheme there first to find out whether it was suitable to use electric mobility devices on cycle tracks under the afore-mentioned conditions. Upon the completion of the above trial scheme, the TD would have one month to review the trial results so as to improve the trial scheme in Tseung Kwan O. He indicated that the use of electric mobility devices on the cycle track in Tseung Kwan O was different because part of the cycle track was narrower. There were also uphill and downhill sections, where users had to dismount and push their devices when crossing the junction. The department hoped that by conducting the on-site trials at the above two locations, it could test the use of electric mobility devices on cycle tracks of different designs.
- (viii) Regarding the proposal to set up a fast lane and a slow lane on cycle tracks, according to the current observation, although there were no fast lane and slow lane on cycle tracks, cyclists' behaviours were acceptable. Therefore, the TD would continue to review whether it was necessary and feasible to set up fast lanes and slow lanes, such as whether there was enough room on cycle tracks.
- (ix) During the on-site trial, the cycle tracks would be open to the public as usual. It meant that the public could cross the cycle tracks at the crossing, and cyclists could also use the cycle tracks as usual. Therefore, DC Members could also observe the trials near the cycle tracks. The TD would arrange for resident staff, and the TD would send representatives to carry out on-site inspection. If necessary, they could brief DC Members on the on-site trial areas by then.
- (x) Regarding Mr. SO Tat-leung's enquiry, he replied as follows: (1) during the on-site trial, the speed limit of mPMDs was no more than 25 kilometres per hour ("km/h"), and the speed limit of PAPCs was no more than 25 km/h. The TD would like to impose a speed limit on mPMDs so that they were as fast as bicycles (the speed of bicycles was generally about 20 km/h) so as to ensure that their performance on the cycle track was the same as that of bicycles; (2) the TD required every participant to submit information about their electric mobility devices, such as model, weight, size and photos, during the registration so that the department could check whether the devices met the requirements; (3) the TD had also calculated the vehicular flow on cycle tracks. For example, the vehicular flow was higher on Saturday and Sunday afternoon; and (4) through the captioned on-site trial, the TD would observe not only the situation where electric mobility devices and bicycles were used together on the

cycle tracks, but also the room required for electric mobility devices to be used side by side, as well as the pedestrians at the crossings of the cycle tracks.

54. The Chairman asked the TD to provide Members with the registration information via the Secretariat, including the number of participants in each trial session, so that Members could carry out inspection during the trial sessions in which more participants would show up.

(Post-meeting note: The information mentioned in paragraph 54 above had been sent to Members on 7 December 2020 via e-mail.)

55. Mr. Benedict CHEUNG agreed with the arrangement mentioned by the Chairman.

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

- (i) He was happy to see the Government study the possibility of amending the legislation to allow the public to use electric mobility devices in Hong Kong. The use of electric mobility devices for commuting purposes was very common in Europe, Taiwan, Japan and Mainland China. Not only were they convenient for the public to go to places not far away, they were also more environmentally friendly and reduced the reliance on vehicles as a means of transport. However, the number of accidents caused by the use of electric mobility devices had also increased substantially in the afore-mentioned places. Therefore, some places, such as Taipei, had re-introduced the ban on the use of such devices on specified road sections.
- (ii) To his understanding, most electric mobility devices, including electric unicycles, electric bicycles and electric scooters, were not equipped with speedometers, making it difficult for users to control their speed. As such, the TD should explore ways to deal with this problem in the future. The TD currently suggested that the speed of mPMDs participating in the on-site trial should not exceed 25 km/h. He asked whether the HKPF would take law enforcement actions after the proposal was implemented in the future, such as whether laser speedometers (commonly known as "laser guns") would be used to detect whether users were speeding, how to determine the penalties for speeding, and how to enforce the law. He indicated that it was not against the law for bicycles to travel above the speed of 25 km/h at present. Therefore, if the speed of electric mobility devices was limited to 25 km/h in the future, he wondered whether it would give rise to regulatory problems.
- (iii) At present, all types of vehicles in Hong Kong had to be examined by the TD before they were issued a licence for travelling on the road. While the sale of electric mobility devices was not against the law in Hong Kong, using such devices was illegal. He found the above situation utterly ridiculous. He indicated that the sources and specifications of the electric mobility devices on sale were different at

present, and some of them were likely to cause accidents. In this connection, he asked whether the TD would regulate the types and specifications of the electric mobility devices on sale if they could be used on certain cycle tracks in the future.

- (iv) No one in Europe, the United States, Taiwan, Japan and on the Mainland used the mPMDs, or electric wheelchairs, set out on page 2 of the PowerPoint Presentation (see Annex 3). The mPMDs used by adults or elderly people in the afore-mentioned places were four-wheel PAPCs with a basket. In this connection, the TD should also consider whether this type of devices had to be regulated in the future. With an aging population, electric wheelchairs were very common nowadays. However, the Government imposed few restrictions on electric wheelchairs. He had seen electric wheelchair users travelling at a high speed on pedestrian ways, cycle tracks and even carriageways. In this connection, he opined that the TD should consider whether this type of electric mobility devices had to be regulated and explore ways to regulate them, such as to require electric mobility devices sold in Hong Kong to be examined by the departments concerned first.

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

- (i) The day of this meeting coincided with the deadline to sign up for the captioned on-site trial. In this connection, he asked how many people had signed up so far. As the threshold for taking part in it was rather high, where the participants had to have a driving licence and experience in using electric mobility devices, and to pay a deposit of several hundred dollars, he would like to know whether the number of participants had met the TD's target.
- (ii) At present, electric scooters were not allowed on carriageways. If used on cycle tracks, they would be very different from motorcycles or private vehicles in terms of road conditions and operation methods. In this connection, he asked the TD why the participants were required to have a driving license for private car or motorcycle. He wondered whether it was because (1) the department believed that the participants holding the afore-mentioned driving licenses could facilitate the implementation of the on-site trial, or (2) the department believed that as it would be necessary to issue licences to electric mobility device users in the future, the participants had to hold the afore-mentioned driving licenses as a reference for drawing up the policies in the future.
- (iii) The risk of accidents during the on-site trial was lower. As the cycle track on the captioned road section was a straight road, he initially had reservation about the effectiveness of the on-site trial. However, the TD's representative had just explained that the department would conduct another trial on the cycle track in Tseung Kwan O one month after the completion of the on-site trial at the Science Park. In this connection, he asked whether the TD would allow the participants to

use the devices freely on the cycle track or simulate various scenarios during the on-site trial, such as the device in front braking suddenly or the device behind overtaking suddenly, so as to test the reactions of the participants or other road users.

- (iv) According to the captioned paper, the TD suggested imposing a speed limit of 25 km/h on the electric mobility devices participating in the on-site trial, and requiring such devices to be equipped with a speedometer or an application that could display speed. In this connection, he asked how the department would implement the speed limit, such as whether it would require the participants to install an application on their mobile phones or it would use an application to detect the speed of the devices. He also asked the department about the justifications for setting the speed limit at 25 km/h, such as whether it had referred to the practices in other places. To his understanding, Singapore also set the speed limit on electric mobility devices at 25 km/h. However, he opined that the commuting patterns, distance travelled by vehicles and road conditions in Singapore were different from those in Hong Kong.
- (v) The TD would carry out the on-site trial on the captioned road section in December 2020. One month after the completion of the trial, the department would carry out another on-site trial on the cycle track in Tseung Kwan O. In this connection, he asked when the department could submit the results of the trials.

58. Mr. LAM Yick-kuen said that the speed and operation of self-balancing hoverboards were different from those of electric unicycles and electric scooters. He opined that the former were slower and intended for recreational purposes, which made them more suitable for use in parks but not on cycle tracks. In addition, the TD required that there should be 20 to 30 electric mobility devices on the cycle track in each time slot during the trial. In this connection, he suggested the department specify the maximum number of self-balancing hoverboards to be arranged for each trial period. Otherwise, there might be 20 self-balancing hoverboards in the same time slot, which was far from satisfactory and was dangerous. Citing his personal experience, he said that when he was cycling at night, he saw people using electric mobility devices on the cycle track from time to time. Electric unicycles and electric scooters were so fast that they did not obstruct those who cycled at a high speed. By contrast, self-balancing hoverboards, which were slower, could obstruct other people.

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

- (i) Although cycling was permitted on carriageways at present, the TD did not permit the use of PAPCs on carriageways. In this connection, he asked the department whether users who did not activate the electric functions of PAPCs could use PAPCs on carriageways in the same way as normal bicycles, regardless of whether the speed had exceeded 25 km/h.
- (ii) To his understanding, some companies at the Science Park carried out researches on

electric mobility devices, such as electric scooters. In this connection, he asked whether the TD planned to invite these companies to carry out the on-site trial together.

- (iii) At present, some food delivery staff used electric unicycles to deliver food. In this connection, would the TD find out during the trial whether the participants using such devices to carry heavy items on the cycle track would affect other bicycle users or pedestrians?
- (iv) Although the captioned arrangement was on a trial basis, it also affected the nearby pedestrians. In this connection, he had notified the residents of the captioned arrangement and asked if the TD would notify the residents of the housing estates near Pak Shek Kok as a reminder.
- (v) He was happy to see the TD regulate electric mobility devices, and hoped that legislation would be drawn up as soon as possible to improve the situation of usage of electric unicycles.

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

- (i) More people cycled on the captioned road section on Saturdays and Sundays. He opined that if the cycle track was used only by cyclists on these days, it could cope with the number of users. However, as the captioned trial scheme was tentatively scheduled for Saturdays and Sundays, and 20 to 30 electric mobility device users would take part in the trial in each time slot, he opined that the cycle track was not wide enough to cope with it. On the cycle track, there were not only two-wheeled bicycles, but also family-style bicycles, and children would also be riding bicycles. Therefore, it would be very dangerous to carry out the on-site trial on the captioned road section before sufficient measures were put in place. In addition, during holidays, cycling teams would train on the cycle track, and they cycled so fast that accidents could happen easily. In this connection, he asked whether the TD would designate a lane during the on-site trial to test electric mobility device users. This practice could also serve as a reference in future legislation to find out whether it was necessary to set up a designated lane for electric mobility devices on the cycle track.
- (ii) He asked whether vehicles should be provided to carry the participants to the trial area, as the participants departing from the urban area with electric mobility devices would have violated the law before they entered the trial area.

61. Mr. Benedict CHEUNG responded as follows:

- (i) Regarding Mr. YAM Kai-bong's enquiry in paragraph 56(i) above, the TD also noticed that after some jurisdictions had allowed the use of electric mobility devices

on pedestrian ways, the number of accidents had increased, and therefore the legislation was amended. For example, Singapore had later prohibited the use of electric scooters on pedestrian ways. The TD had also considered the above situation and drawn up a suitable regulatory framework. Therefore, he suggested allowing electric scooters on cycle tracks first, and the feasibility of this initiative would be tested during the on-site trial.

- (ii) Regarding the enquiries of Mr. YAM Kai-bong in paragraph 56(ii) and Mr. WU Yiu-cheong in paragraph 57(iv) above, he said that most electric scooters were equipped with a speedometer. Even if electric unicycles were not equipped with a speedometer, most users could install mobile phone applications that showed the speed of the devices. The department required the participants' electric mobility devices to meet one of the following conditions, including: (1) the original maximum speed of the devices was 25 km/h; or (2) the users could set the maximum speed of the devices to 25 km/h, and they had to make a declaration about their compliance with the speed limit. The department would also use speed monitoring equipment to monitor whether the users' speed met the requirement of the on-site trial. Data on vehicle speed would also be collected, but would not be used for law enforcement purposes. If the department found any users speeding, it would give warnings first. If the users were speeding again, the department would ask them to leave the trial area.
- (iii) Regarding Mr. YAM Kai-bong's enquiry in paragraph 56(iv) above, namely whether the TD would regulate larger four-wheel electric scooters with a basket in the future, he said that the TD would carry out further researches. However, the department intended to allow only people in need, such as the elderly and mobility impaired persons, to use electric wheelchairs on pedestrian ways. In the future, the department would study in detail whether it was necessary to control the speed of electric wheelchairs and explore ways to prevent abuse.
- (iv) Regarding Mr. WU Yiu-cheong's enquiry in paragraph 57(i) above, he currently did not have the number of participants as at the date of this meeting. Nonetheless, according to the situation on 4 November 2020, about 150 people had signed up. However, the department was still processing the applications and vetting their eligibility.
- (v) Regarding Mr. WU Yiu-cheong's enquiry in paragraph 57(ii) above, according to the prevailing legislation, electric mobility devices were also motor vehicles. Therefore, users had to obtain permits issued by the department before using them. As electric mobility devices were a novel means of transport, there was no driving license for such devices at present. Therefore, the department could only issue permits to the participants who had a driving license for private cars or motorcycles, so as to ensure that all the participants were familiar with the roads and understood

the meaning of road signs, and were able to react instantly to road conditions to protect the safety of other users on the cycle track. Although the requirement for all the participants to hold the afore-mentioned driving licences might not be directly related to the future legislative framework, the department would study the issue in detail.

- (vi) Regarding Mr. WU Yiu-cheong's enquiry in paragraph 57(iii) above, the participants were allowed to move freely within the cycle track where electric mobility devices were permitted. However, they had to comply with the regulations governing cycle tracks. For example, they had to keep left on the cycle track, and the right hand side was to be used by vehicles in the opposite direction; users had to slow down wherever they were required to do so. At locations where cyclists had to dismount and push their bicycles across the junction (such as certain cycle tracks in Tseung Kwan O), the participants also had to comply with the requirement. The TD would carry out specific tests between 6 p.m. and 7 p.m., such as testing whether the brakes or lighting of the devices worked effectively.
- (vii) Regarding Mr. WU Yiu-cheong's enquiry in paragraph 57(iv) above, in addition to Singapore, Europe and Australia also imposed a speed limit of about 25 km/h on electric mobility devices. Having referred to overseas studies, the TD found that the average speed of cyclists on a cycle track was about 20 km/h in general. Therefore, the maximum speed of electric mobility devices was set at 25 km/h during the on-site trial so that the speeds of such devices and bicycles would be similar.
- (viii) Regarding Mr. WU Yiu-cheong's enquiry in paragraph 57(v) above, the TD hoped that after the completion of the on-site trial on the captioned cycle track and the one in Tseung Kwan O, the report would be submitted in the middle or the third quarter of 2021.
- (ix) Regarding Mr. LAM Yick-kuen's enquiry in paragraph 58 above, the TD would limit the number of the various devices mentioned above in each time slot of the on-site trial. The department would make arrangements according to the time slots selected by the participants and the devices they used. For example, if few people signed up for the trial in Friday morning, the department might arrange for all participants to take part in the trial in the same time slot. If many participants chose to participate in the trial at Saturday noon, the department would re-allocate the quota from that time slot. To make the trial results more comprehensive, the TD would arrange for different devices to be tested on the cycle track.
- (x) Regarding Mr. YIU Kwan-ho's enquiry in paragraph 59(i) above, even the non-central business districts in Hong Kong were crowded with people and vehicles, with frequent roadside activities. As such, the TD did not suggest allowing the use of electric mobility devices on carriageways for the time being. In addition, as the public might not be very familiar with their electric mobility devices, the department

preliminarily suggested allowing the use of electric mobility devices on cycle tracks first.

- (xi) Regarding Mr. YIU Kwan-ho's enquiry in paragraph 59(ii) above, the TD had earlier liaised with two to three companies at the Science Park, inviting them to participate in the captioned on-site trial.
- (xii) Regarding Mr. YIU Kwan-ho's enquiry in paragraph 59(iii) above, the TD would consider testing the use of electric mobility devices while they were carrying goods.
- (xiii) Regarding Mr. YIU Kwan-ho's enquiry in paragraph 59(iv) above, the TD would consult the TPDO about the way of handing out leaflets at the housing estates in Pak Shek Kok after the meeting, and would arrange for distribution there.
- (xiv) Regarding Mr. AU Chun-ho's enquiry in paragraph 60(i) above, the TD was aware that there were many cyclists on the cycle track at the Science Park on Saturdays and Sundays. Therefore, the department would arrange for fewer participants to take part in the trial at noon on these days. In addition, during the trial, the TD would arrange for resident staff and ambassadors to provide on-site assistance for the public, and set up temporary road signs and information signs there. The department would also consider setting up broadcast equipment on the captioned cycle track to inform cyclists who entered the trial area that a trial was underway, reminding them to pay extra attention. The resident staff would also advise those who violated the trial requirements, and respond immediately so as to avoid accidents wherever possible.
- (xv) Regarding Mr. AU Chun-ho's enquiry in paragraph 60(i) above, the TD would not consider setting up specific lanes for bicycles or electric mobility devices on the cycle track within the trial area during the trial period for the time being, as the department would like to find out the interaction between electric mobility devices and other users on the cycle track, rather than the way they used the cycle track exclusively.
- (xvi) Regarding Mr. AU Chun-ho's enquiry in paragraph 60(ii) above, as there was a certain distance between the trial location and the nearest major public transport facility, namely University MTR Station, the TD would proactively consider arranging for shuttle buses to carry the participants to and from the on-site trial location.

62. Mr. Nick LAM opined that the nature of electric mobility devices was vague. He did not know whether they were bicycles, pedestrians or motor vehicles. As such, he would like to figure out the legal requirements. In this connection, he asked whether traffic accidents involving the use of electric mobility devices were regarded as general traffic accidents. He also wondered if the procedures for dealing with such accidents were the same as general traffic accidents. For example, people involved would be required to undergo an alcohol test and given warnings in relation to the damaged property. In addition, he asked what actions the TD would take if two electric mobility device users collided with each other. To his understanding, for general traffic accidents involving

only loss of property, the motorists could settle the matter by themselves. However, if casualties were involved, the matter would be dealt with by the HKPF.

63. Mr. Benedict CHEUNG said that according to the prevailing legislation, electric mobility devices were regarded as motor vehicles. The TD would approve and issue electric mobility device permits to the participants before they could participate in the on-site trial, and take out third party insurance policies for the participants. In addition, the department had clearly informed the participants that if accidents happened during the trial, they had to stop the devices in accordance with the prevailing legislation and inform the staff. If necessary, the department might seek assistance from the HKPF.

64. The Chairman said that the TD could send supplementary information to Members via the Secretariat where necessary.

**V. Improvement to the cycle track near 207-210 Ting Kok Road**  
**(TPDC Papers No. TT 82/2020 and TT 82A/2020)**

65. Mr. SO Tat-leung went through TPDC Paper No. TT 82/2020.

66. Mr. WONG Ka-lam, Matthew, went through TPDC Paper No. TT 82A/2020.

67. Mr. SO Tat-leung's comments were as follows:

- (i) Metal barriers had been installed on both sides of the cycle track along the captioned road section to prevent private vehicles from being parked on the pedestrian ways on both sides of the cycle track. To his observation, most of the private vehicles had left the pedestrian ways concerned. Both the private vehicles parked on the pedestrian ways and the bicycles passing by the cycle track posed a danger to road users. He had carried out inspections and took videos there, and found that there were one or two small collisions every two hours or so. Although there was no need to report to the HKPF, the cycle track was frequented by many cyclists during holidays, who were unfamiliar with the design of the cycle track and unaware of the turns and ramps there. Moreover, as the sight of cyclists might also be blocked, accidents happened very often. There was a pedestrian way between the cycle track and the residential buildings nearby. Being the narrowest pedestrian way on Ting Kok Road, the area concerned had fewer buffer areas.
- (ii) He suggested the TD consider adopting measures to keep a distance between the afore-mentioned cycle track and the nearby residential buildings, so as to prevent the inexperienced cyclists from entering the nearby pedestrian way and hitting the

residents. If necessary, he could carry out inspections with the TD.

68. According to TPDC Paper No. TT 82A/2020, the TD had replaced the metal barriers at both ends of the cycle track on the captioned road section with stronger metal bollards. In this connection, Mr. MAN Nim-chi, the Vice-chairman, said that he had asked the HyD about the progress of installing metal bollards on the pedestrian way. The department stated that the metal bollards would still be removed by someone even if they were installed. Therefore, he asked the TD and Mr. SO Tat-leung whether the above situation reflected the pedestrians' demand for the road section concerned.

69. Mr. SO Tat-leung's comments were as follows:

- (i) To prevent vehicles from entering and being parked on both sides of the cycle track, the metal bollards which used to be installed on both sides of the cycle track were U-shaped and movable, with a certain degree of flexibility to ensure that emergency vehicles could enter when necessary. However, as the metal bollards could also be moved by the public, they were often removed. As a result, many private vehicles entered the cycle track and were parked on the adjacent pedestrian way. Therefore, some residents had called for the installation of fixed metal bollards on both sides of the cycle track. The TD and HyD had recently installed them along Ting Kok Road, and it was difficult for the public to remove them at present. To his observation, none of the afore-mentioned metal bollards had been removed so far. Therefore, the installation of fixed metal bollards could prevent private vehicles from entering the cycle track and being parked on both sides of the pedestrian way, thereby ensuring the safety of pedestrians.
- (ii) He indicated that the problem in question was not about fixed metal bollards, but about the fact that there was only one pedestrian way between the residential buildings and the cycle track, which were very close to each other. The turn and ramp of the cycle track were just outside the residential buildings. Therefore, if cyclists did not pay attention to road conditions, they might hit the residents. To his observation, the cycle track was used most frequently in Sunday afternoons, when one to two collisions happened almost every one to two hours. He understood that relocating the cycle track would involve large-scale works. As such, he would like to carry out on-site inspections with the TD to explore appropriate measures, such as the installation of railings, so as to prevent faster bicycles on the ramp from crashing onto the pedestrian way, and to minimise the danger to the nearby residents.

70. Mr. Matthew WONG said that the TD could send officers to inspect the site with Mr. SO Tat-leung.

71. The Chairman said that the TD could also arrange for inspections with him and Mr. SO Tat-leung so as to improve the afore-mentioned situation wherever possible.

72. The Chairman announced a recess.

73. The meeting resumed afterwards.

**VI. The traffic impact of Fu Tip Estate on Fu Heng Estate and nearby housing estates**  
**(TPDC Papers No. TT 83/2020 and TT 83A/2020)**

74. The Chairman welcomed Ms. LAM Yuen, Public Relations Manager (External Affairs) of the MTRC, to attend the meeting for this agenda item.

75. Mr. HO Wai-lam went through TPDC Paper No. TT 83/2020.

76. Mr. AU Kak-loi, Peter, went through TPDC Paper No. TT 83A/2020.

77. Mr. CHAN Chung-yi said that KMB currently provided interchange concessions for passengers of bus route 71K. Therefore, Fu Heng residents who had taken this bus route could change to other bus routes to travel from Tai Po town centre to other districts with concessionary fares.

78. Ms. LAM Yuen said that the Kowloon-Canton Railway Corporation (“KCRC”) had been responsible for the operation of feeder bus services at Tai Po Market Station on the East Rail Line (“ERL”) since the 1980s. After the rail merger in 2007, the MTRC had taken over the operation of the afore-mentioned feeder bus services from the KCRC. As regards changing or providing additional routes of the feeder buses, such arrangements had to be dealt with by the TD.

79. Mr. HO Wai-lam’s comments were as follows:

- (i) The TD handed the responsibility of enhancing feeder bus services over to KMB and MTRC, which then passed the buck to KMB. At present, he would like to enhance the service of bus route 71A instead of route 71K, as the public took bus route 71A instead of route 71K during the morning or evening peak hours.
- (ii) Fu Heng residents did not have any interchange concessions over the years. KMB neither considered increasing the interchange concessions concerned nor provided more bus resources. As a result, Fu Heng residents were not benefited.
- (iii) He hoped that the TD would complete the transport planning for Area 9 in Tai Po as soon as possible for Members’ reference.

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

- (i) DC Members of this DC term had once again requested to provide free MTR interchange concessions for passengers of bus route 71A. According to TPDC Paper No. TT 83A/2020, the TD stated that it had relayed the above request to KMB and the MTRC. In this connection, he asked how many times the TD had relayed the request since 2020.
- (ii) The developments at Fu Tip Estate, Chung Nga Road East and Chung Nga Road West would increase the population by about 20 000. How would KMB, MTRC and TD plan to cope with the traffic demand concerned? As he was the DC Member of the constituency concerned, many residents at Fu Heng Estate had told him about their concerns. There were not enough transport services at Fu Heng Estate at present. The TD only stated that it would work with KMB or MTRC to explore ways to cope with the traffic demand upon the completion of the afore-mentioned developments. He would like to know how many times the three parties above had communicated, and hoped that they could provide the actual data, such as the anticipated commuting patterns of the new population at Fu Tip Estate, Chung Nga Road East and Chung Nga Road West. He also asked how to improve the outbound transport at Fu Heng Estate in light of the development at Area 9 in Tai Po.
- (iii) Regarding the written reply submitted by the TD (namely TPDC Paper No. TT 83A/2020), he was not happy that it was incomplete and only mentioned vaguely that the department would relay the views concerned.
- (iv) He understood that bus route K series was originally operated by the KCRC. As such, the MTRC could not make any decision on enhancing the services concerned. However, Mr. HO Wai-lam had also suggested setting up fare savers at Fu Heng Estate or Fu Tip Estate to provide the public with MTR interchange concessions. In this connection, he asked what difficulties the MTRC would encounter when implementing the above suggestion.

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

- (i) It was difficult to meet the needs of residents in different districts by mobilising the existing bus resources alone. Using this measure to meet traffic demand was only a temporary rather than permanent solution. If the bus company was willing to devote resources to enhance bus services, the traffic demand could be met.
- (ii) If the bus company was reluctant to devote resources, there were definitely not enough resources to enhance bus services. He did not understand how the bus company allocated bus resources. He wondered whether the bus company was

maximising its profits by reducing expenditure, and therefore ignored the public's transport needs.

- (iii) With the population growing in Hong Kong, if the bus company only mobilised the existing bus resources to meet the transport needs of the public, it would lack a human touch. The bus company had monopolised the bus service market in Hong Kong and sought to maximise its profits and account to shareholders. As a result, the public, the MTRC and DC Members had to face the conflicts arising from bus resources allocation. It was totally unfair to them.

82. Mr. YIU Yeuk-sang said that if the TD did not enhance the services of bus route K series for Fu Heng Estate, it should enhance green minibus services or red minibus services, and allow red minibuses to enter the housing estate. As long as the TD agreed to enhance the afore-mentioned minibus services, minibus operators would be willing to operate the routes.

83. Mr. Peter AU responded as follows:

- (i) The TD had been encouraging all public transport service operators to help the public reduce transport expenses by providing fare concessions (including interchange concessions) wherever possible according to their operations and socio-economic environment, provided that they could maintain appropriate and efficient public transport services. However, on the basis of business freedom, whether to provide fare concessions, as well as the details of such concessions, was the business decision of public transport service operators.
- (ii) Regarding the planning of Area 9 in Tai Po, the TD had been closely monitoring its progress. The department would consider ways to enhance the existing public transport services at Chung Nga Road and Fu Heng Estate Bus Terminus in a timely manner in accordance with the progress of the development and the additional passenger demand. It would also consider proposing suitable public transport services in the future bus route planning programmes.
- (iii) Regarding Mr. MAN Nim-chi, the Vice-chairman's enquiry in paragraph 80(i) above, he could not provide the actual figures at present. However, to his understanding, the TD would always relay the views it had received to public transport operators for their consideration.

84. Mr. TAM Tsun-hei, Jeff, said that as the nature of bus route K series was different from that of other KMB routes, the ways to implement interchange concessions were also different. For example, as route 71K was operated by KMB, KMB could decide on its own whether to allow passengers to enjoy concessions when changing to other KMB routes. As regards K routes series, as both KMB and MTRC were stakeholders, the MTRC also played an important role. Therefore, regarding the proposed bus interchange concessions for bus route K series and the MTR interchange

concessions for bus route 71A, KMB could not decide on its own whether to implement them or not. The TD and the MTRC had to take part in the decision-making before implementation.

85. The Chairman would also like the MTRC's representative to respond to the proposal to set up fare savers at Fu Heng Estate.

86. Ms. LAM Yuen responded as follows:

- (i) After the MTRC had taken over bus route K series from the KCRC, it was responsible for the regular maintenance of the buses concerned and daily operational matters, including establishment arrangements. However, as the franchise for bus route K series was not owned by the MTRC, the TD should be responsible for planning the changes to the routes concerned.
- (ii) Some Members had suggested providing MTR interchange concessions for passengers on bus route K series to change to MTR at Tai Po Market Station. The MTRC had to study the suggestion before reporting to Members.

87. Mr. LIN Kwok-cheung, Dalu's comments were as follows:

- (i) The replies that had just been given by the TD, KMB and MTRC did not clarify which party was responsible for handling matters relating to the afore-mentioned bus route K series. In this connection, he asked the three parties above to clarify their duties and responsibilities at this meeting, such as which party was the licence holder of the route series. He believed that the Government could play a leading role in clarifying the matters mentioned above, instead of merely relaying views to the public transport service operators concerned. In addition, although KMB and MTRC were private organisations, which made decisions based on market demand, what they provided were public services. As such, they would make decisions based on the Government's views. The TD should be the leading department in formulating transport policies and planning. Therefore, he opined that the TD's representatives had to co-ordinate with KMB and MTRC on improving the public transport at Fu Heng Estate and Fu Tip Estate, and should invite the DC Members concerned to study the traffic improvement measures together after this meeting.
- (ii) He believed all Members agreed that there was a serious shortage of public transport services in Fu Heng Estate, as if the housing estate were located on an isolated island. The TD was duty-bound to improve the situation. He asked whether the TD had drawn up any comprehensive plan to improve the traffic problems, and how it would cope with the traffic demand after the completion of large housing estates. In this connection, he suggested that DC Members of the constituencies concerned, including Mr. MAN Nim-chi, the Vice Chairman, Mr. HO Wai-lam and Mr. YIU

Yeuk-sang, should work with the relevant parties to explore ways to cope with the afore-mentioned traffic demand after the meeting.

88. Mr. HO Wai-lam opined that the TD should co-ordinate with KMB and MTRC to clarify the afore-mentioned matters relating to bus route K series, such as business licences and operational arrangements. Meanwhile, Mr. MAN Nim-chi, the Vice-chairman, Mr. YIU Yeuk-sang and he would also make every effort to co-operate. In addition, he had just suggested providing interchange concessions for passengers of bus route 71A, but KMB had not responded yet.

89. Mr. CHAN Chun-chit, Richard's comments were as follows:

- (i) The TD, KMB and MTRC were passing the buck as regards the matters relating to bus route K series.
- (ii) The MTRC's representative had just said that the KCRC was the licence holder of bus route K series, and the MTRC was only responsible for the operation. To his understanding, the KCRC was a subsidiary of the MTRC but not a company that had closed its business. If this was not the case, he hoped that the MTRC's representative would clarify the current relationship between the MTRC and KCRC.
- (iii) The MTRC's representative had just said that the MTRC could not decide whether to enhance the services of bus route K series. He would like the MTRC's representative to clarify whether it meant that the suggestion was not infeasible, and that it was simply necessary to study whether KMB's or MTRC's resources should be used to provide the services.
- (iv) He asked the Chairman whether a working group should be set up to follow up on the captioned issues, or there were other more suitable ways to follow up on it.

90. Mr. HO Wai-lam said that as a new housing estate would be completed at Chung Nga Road, he wondered whether the TD would devote additional bus resources to provide transport services for the housing estate, or the housing estate would share bus resources with Fu Heng Estate.

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

- (i) If bus route K series of the MTRC could travel from Fu Tip Estate to ERL stations, he suggested maintaining the existing services of bus route 71A in general. The only change was to divert the route to Tai Wo Station instead, so as to meet the transport need to travel from Fu Heng Estate to the vicinity of Tai Po Market Station. He indicated that Fu Heng residents did not necessarily head to Tai Po Market Station in the morning to take the MTR. Some parents also accompanied their children to school in Tai Po Hui.

- (ii) He understood that every government department or organisation had its difficulties. However, they had to explore improvement measures together, instead of merely stating that it was not possible to enhance the services of bus route K series or even passing the buck. He hoped that the departments and organisations concerned would at least respond to Members' suggestions. The TD, MTRC and KMB were also aware that Fu Tip Estate would be completed soon, and the new population would increase the traffic pressure of the nearby housing estates. Therefore, he hoped that the three afore-mentioned parties would explore improvement measures together.

92. The Chairman asked the MTRC's representative: (1) about the requirements for setting up fare savers, such as the distance between the additional fare savers and the ERL stations concerned, and whether fare savers could be set up at Fu Heng Estate; and (2) whether it was not possible to give a reply regarding the franchise of bus route K series at this meeting. If so, Members would explore ways to follow up on the issue.

93. Ms. LAM Yuen responded as follows:

- (i) Although the MTRC had taken over the operation of KCRC routes, the franchise of bus route K series was still owned by KMB.
- (ii) She would inform the relevant department at MTRC about the suggestion to provide passengers of bus route K series with MTR interchange concessions. In the future, she would also report to Members whether the suggestion was feasible.
- (iii) The purpose of setting up fare savers was to attract more passengers to take the MTR at an MTR station near the fare savers. The MTRC had to consider various factors before deciding whether to set up fare savers, such as (1) fare savers should not be too far from or too close to MTR stations; and (2) whether there were suitable facilities at the locations for the fare savers.
- (iv) Whether more routes could be provided under bus route K series depended on the TD's planning.

94. The Chairman clarified that Members suggested providing MTR interchange concessions for passengers of bus route 71A, not bus route K series. Therefore, the MTRC should study whether it was feasible.

95. Mr. AU Chun-wah was not happy that the MTRC was passing the buck. He said that the MTRC staff had indicated about a decade ago that they were willing to set up fare savers at Fu Heng Estate, but The Link was not able to give them space. However, The Link stated that if the MTRC agreed to set up fare savers, they could provide space. At present, Members hoped that even if the services of bus route K series could not be provided for Fu Heng Estate, fare savers could at least be

set up there. While most Fu Heng residents took the MTR, the MTRC had been reluctant to provide them with any concessions over the past decade.

96. The Chairman asked the MTRC's representative to look up past information after the meeting, and then work with Mr. HO Wai-lam to follow up on the situation mentioned by Mr. AU Chun-wah above.

97. Regarding Mr. HO Wai-lam's suggestion to provide MTR interchange concession for passengers of bus route 71A, Mr. Jeff TAM said that the suggestion was mainly aimed providing MTR interchange concessions for passengers who took bus route 71A to Tai Po Market Station and then changed to MTR, which was different from the fare concessions provided by KMB for passengers taking bus route 71K to change to other KMB routes. When KMB provided fare concessions for passengers who took bus route 71K to go to other districts and change to other KMB routes, only KMB was involved. As such, KMB could make its own decision. However, as the suggestion to provide passengers of bus route 71A with interchange concessions involved two public transport operators, namely KMB and MTRC, they had to decide jointly whether to implement it.

98. The Chairman asked whether KMB and MTRC could study the afore-mentioned suggestion together.

99. Mr. Jeff TAM said that if the TD could act as a co-ordinator, KMB was willing to study the afore-mentioned suggestion with MTRC.

100. The Chairman said that residents would move into the first housing block at Fu Tip Estate in 2021, and the intake for the several thousand remaining flats would begin in 2023. In this connection, he asked whether KMB and TD had begun the transport planning so as to cope with the transport demand of the additional population mentioned above.

101. Mr. TANG Ching-kit said that to his understanding, the TD usually proposed transport or bus route planning for large-scale district developments during the bus route planning programme of the districts concerned. Meanwhile, KMB would also submit proposals to the TD. Regarding the Chairman's enquiry above, KMB had begun to draw up bus service proposals in light of the new housing estates to be completed at the north of Fu Heng and Area 9 in Tai Po soon. However, the proposals were still subject to consideration and decision by the TD.

102. The Chairman asked the TD to respond to the suggestion to provide MTR interchange concessions for passengers of bus route 71A, and whether the department would begin to work with Members after this meeting to study the bus route services which had been proposed by KMB to the department as mentioned in paragraph 101 above, so that Members would believe that the department was studying the transport planning concerned.

103. Mr. Peter AU responded as follows:

- (i) The TD was happy to co-ordinate with KMB and MTRC to deal with the service adjustment of bus route K series.
- (ii) The TD had been closely monitoring the intake in Ban Tip House at Fu Tip Estate. Meanwhile, he had also inspected the vicinity of Ban Tip House. For example, it took about four minutes to walk from Ban Tip House to Fu Heng Estate Bus Terminus, and the entire road was built on level ground. The department would enhance the public transport services at Chung Nga Road to cope with the transport demand upon the completion of the afore-mentioned housing estate.
- (iii) The TD understood that residents who had moved into Ban Tip House would increase the demand for transport services in the vicinity. Meanwhile, the department expected that the residents would also use the public transport services at Chung Nga Road or Fu Heng Estate Bus Terminus. As such, the department would closely monitor the additional passengers' demand and enhance the transport services where necessary.
- (iv) The TD noted the views of Mr. MAN Nim-chi, the Vice-chairman, regarding the residents at Fu Heng or Area 9 in Tai Po who would go to Tai Wo for public transport services. Members were also welcomed to put forward suggestions, and the department would further study them.
- (v) The department had begun to study the planning of public transport services at Area 9 in Tai Po. Meanwhile, the bus company had also given the department some service proposals. In this connection, apart from bus services, the department would also study other public transport services so as to consider the afore-mentioned planning comprehensively and enhance the public transport services in the area concerned.
- (vi) In addition to enhancing the existing bus and minibus services in the district, the TD would also consider proposing suitable public transport services during the future Bus Route Planning Programme so as to facilitate larger housing developments and meet the passengers' demand.

104. Mr. Richard CHAN asked the MTRC to reply to his enquiries in paragraphs 89(ii) and 89(iii) above. If the MTRC could not do so at present, he asked it to provide written explanation on the operational structure of bus route K series, procedures for enhancing the services of the route concerned, and which organisation took the leading role.

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

- (i) The shortage of bus services or public transport services at Fu Heng affected not only Fu Heng residents but also the public transport services in the entire Tai Po District. For instance, the current dispute over the routing of bus route N271 had shown the improper planning of bus services in Tai Po District. He indicated that whenever there were discussions on ways to deal with transport problems at the meeting, the departments and public transport operators would always pass the buck, making it impossible to resolve the problems. Therefore, he also understood that DC Members of the constituencies concerned were seriously frustrated by it.
- (ii) He preliminarily opined that it was worthwhile to consider the proposal in paragraph 91(i) put forward by Mr. MAN Nim-chi, the Vice-chairman, who suggested revising bus route 71A so that it travelled from Fu Heng to Tai Wo Station. Meanwhile, the department and the public transport operator concerned should also explore other feasible ways. However, he opined that it might not be necessary to set up another working group for discussion so as not to increase the Secretariat's workload. As Fu Tip Estate would be completed and residents would move in soon, the additional population would increase the traffic pressure on the entire Tai Po District. Therefore, he suggested that the departments concerned should first hold a meeting with DC Members of the constituencies concerned as soon as possible, so that they could discuss the transport services before the TD prepared for the Bus Route Planning Programme. By doing so, they could avoid competition for bus resources among various parts of Tai Po District, thereby preventing conflicts among residents. In addition, the TD was also duty-bound to deal with traffic problems.

106. Ms. LAM Yuen responded as follows:

- (i) Regarding Mr. Richard CHAN's enquiry, the franchise of bus route K series bound for Tai Po Market Station was owned by KMB. The MTRC was mainly responsible for dealing with matters relating to the day-to-day operation of the afore-mentioned bus routes, such as providing bus resources, arranging bus drivers, and carrying out maintenance, repairs and annual examinations. Therefore, the MTRC had no authority to decide on the revision or adjustment of the afore-mentioned routes, which instead required the TD's overall planning.
- (ii) Regarding Members' proposal to provide MTR interchange concessions for passengers of bus route 71K, she would relay it to the department concerned and report to Members in the future.

107. The Chairman asked the MTRC's representative to work with Mr. HO Wai-lam after the meeting to follow up on the suggestion to set up fare savers at Fu Heng Estate and other relevant matters.

108. Mr. Richard CHAN was puzzled by the reply from the MTRC's representative in paragraph 106(i) above. As such, he would like the TD to confirm whether the matters relating to the franchise and licence of bus route K series were the same as what the reply had mentioned.

109. The Chairman said that even though he had been dealing with district affairs for years, he was clueless about the franchise mentioned in the reply above. In this connection, he asked whether KMB owned the franchise of bus route K series, as mentioned by the MTRC's representative.

110. Mr. Jeff TAM said that KMB owned the franchise of bus route K series. However, regarding the issues that Members were unclear about, the TD would provide supplementary information.

111. Mr. Peter AU said that as he had to find out more about Members' enquiries, he could not respond at this meeting.

112. Mr. CHOW Yuen-wai said that even though he had been taking bus route K series for years, he did not know how it operated. In addition, he indicated that apart from bus routes K12, K17 and K18, bus route K14 also had a lot of passengers. Bus route K14 was a supplementary route to bus route K12. For instance, when K12 buses were already full when arriving at Eightland Gardens in the morning, residents in Tai Po central would take K14 buses instead. He asked whether the services of bus route K14 would be reviewed, such as the number of passengers, and the possibility of providing an additional stop at Fu Heng to serve Fu Heng residents during the morning peak hours. Although the four afore-mentioned bus routes under bus route K series had been in use for years, he still found it necessary to explore ways to adjust them so as to benefit Fu Heng residents.

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

- (i) In the past, the MTRC provided free interchange concessions for passengers taking bus routes K12, K14, K17 and K18 only. As the ERL and West Rail Line ("WRL") had been connected, and Tsim Sha Tsui Extension had been served by WRL trains, the services of bus route K16 had been terminated. To his understanding, from around late 1990s to 2000, some people were suspected of abusing the free interchange concessions for the afore-mentioned bus route K series. For example, residents of Kwong Fuk Estate used the concessions to change to bus route K12 or K18 to go to school in Tai Wo or Tai Po Centre. Besides, many people took the afore-mentioned bus route K series to go to Tai Po Hui for grocery shopping. As a result, the free interchange concessions had been cancelled eventually. As passengers had to pay fares, these routes were regarded as non-franchise buses. Therefore, the MTRC could not operate them in the form of free feeder buses. Subsequently, their franchises were owned by KMB instead.

- (ii) To his understanding, although KMB owned the franchise of bus route K series, it was actually the MTRC that was responsible for the operation of the entire bus route K series (including fleet management, manpower arrangement and maintenance, and the maintenance station was located next to Dai Fat Street at Tai Po Industrial Estate). In addition, as the bus driver uniform and fleet model of bus route K series were different from those of KMB, bus route K series could be regarded as a separate fleet. He opined that regardless of whether the afore-mentioned bus route series would be turned into franchise buses, he did not agree that they should be operated by KMB instead, so as not to affect the allocation of the existing KMB resources.
- (iii) In Sha Tin District and North District, for example, residents in the rural areas and housing estates relied on KMB services to connect to ERL stations. In contrast, residents in the rural areas and housing estates in Tai Po District relied on bus route K series, such as bus route 71A, 64K, 75K and 74K to connect to ERL stations. Therefore, bus route K series provided very important interchange services for Tai Po residents.
- (iv) At present, it was difficult to find out why bus route K series was allowed to be taken free of charge in the first place, as the decision was made decades ago.
- (v) Fu Heng residents and DC Members of the previous DC terms had been fighting for the services of bus route K series for years. At present, they had to work on the future transport planning for Fu Heng and Area 9 in Tai Po. He opined that the completion of some housing blocks at Fu Tip Estate should be taken as an opportunity for enhancing public transport services. At present, Fu Heng Estate Bus Terminus could not meet the needs of bus routes. For example, bus route 71A occupied two bus bays at the terminus, whereas routes 71B, 271 and A47X occupied one each. It could be seen that the bus bays at the terminus had been used up, making it impossible for other bus routes, such as route 71K, to enter the terminus.
- (vi) Regarding the situation in paragraph (v) above, he had worked with DC Members of the previous DC terms to study the possibility of turning Nethersole Hospital bus stop and the nearby taxi stand into a bus terminus, so as to cope with the transport demand of Fu Heng or Fu Tip Estate. More bus routes could also be provided to address the serious shortage of transport at Fu Heng Estate. At present, residents from Fu Heng Estate could only rely on bus routes 271, 71A and 71B to go to Kowloon, Tai Po Market Station and Tai Po Centre respectively. In addition, the TD and bus company should study which bus routes should be developed in Tai Po District and travel to the afore-mentioned proposed bus terminus. By doing so, residents from Fu Heng, Chung Nga and Fu Tip Estate did not have to rely on the three afore-mentioned bus routes, which were definitely unable to cope with demand. He indicated that the traffic on Nam Wan Road was so heavy that adjusting the time of traffic lights alone would not be able to cope with the additional population (about

20 000 or so) at Fu Tip Estate in the future. Therefore, he opined that in addition to setting up fare savers at Fu Heng Estate, the TD should also seriously explore ways to improve the transport services at Fu Tip, Fu Heng, Chuen On Road and Chung Nga Road. For example, it could provide more public transport facilities and explore ways to revitalise Nethersole Hospital bus stop and the nearby taxi stand. More bus routes, in addition to route 71K, could also be deployed to travel to that bus stop, which could even be converted to a bus terminus for nearby residents to use more bus route services. This approach was more practical.

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

- (i) As regards the services and operation of bus route K series, his understanding was more or less the same as Mr. YAM Kai-bong's comments. As KMB was the licence holder, it was supposed to operate bus route K series. In fact, however, the MTRC operated it on a self-financing basis by, for example, providing the fleet of buses. Nevertheless, as KMB was the licence holder, it was up to KMB to decide whether it was necessary to change the routes. The afore-mentioned situation was uncommon and difficult to deal with. All the existing routes might have to be cancelled and rearranged, and that would involve a lot of problems.
- (ii) Mr. CHOW Yuen-wai suggested studying the feasibility of extending bus route K14 to Fu Heng. He found it infeasible because the reason for operating bus route K14 was to meet the passengers' demand when bus route K12 was full. If the existing bus route K14 was full as well, there would be no more room for extending the route to Fu Heng.
- (iii) Some residents had suggested extending bus routes K17 and K18 to Fu Heng. However, this move would not only lengthen the routes, but also increase the number of passengers. If this suggestion was implemented without increasing service frequency, passengers' demand would not be met.
- (iv) After Fu Heng Estate was completed in the 1990s, Mr. CHEUNG Wing-fai, then DC Member, had begun to fight for more transport services at Fu Heng. However, it looked as though the TD did not have any development directions over the years. The transport services at Fu Heng did not have any significant improvement, and Fu Heng residents also felt as if they were living on an isolated island. After Fu Tip Estate was completed in the future, the additional population would even use the transport resources at Fu Heng, which were severely insufficient at present. Therefore, the development of Fu Tip Estate was a perfect opportunity for transport re-planning. They would like the TD, KMB or MTRC to improve the traffic conditions of Fu Heng as soon as possible to cater for the additional population of Fu Tip Estate. Otherwise, they would not have agreed to build Fu Tip Estate back then.

115. Mr. MAN Nim-chi asked the TD to look up the background information of bus route K series so as to explain to Members in detail and clarify the difference between the franchise and licence of the afore-mentioned bus route series.

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

- (i) He was living in Fu Heng in 1990, when he was also affected by the traffic problems there.
- (ii) To his understanding, during the rail merger, the contract stipulated that the MTRC would own the franchise of KCRC operation, whereas the business assets would still be owned by KCRC. As the merger involved very complicated issues, the MTRC's representative could not provide at this meeting a simple reply but a perfunctory response as regards complicated business issues. Therefore, he would like the MTRC, KMB and TD to provide written replies separately regarding the structure of bus route K series (e.g., bus routes K17 and K18), such as which of them owned the licence, dealt with operational matters, owned the assets, employed staff, etc. If the structure was not clarified, the three afore-mentioned parties would not know how to deal with matters relating to the services of bus route K series, and would eventually keep passing the buck.

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

- (i) He asked the Chairman whether the captioned agenda item would be followed up at the relevant working group under the TTC and regarded as a regular discussion item at the working group, or whether a non-standing working group would be set up for follow-up actions.
- (ii) Regarding Mr. CHOW Yuen-wai's proposal, he did not suggest extending the routing of bus route K series as its carrying capacity was already insufficient to cope with passengers' demand. Therefore, it was not advisable to further increase the traffic pressure of the area concerned. Instead, additional bus resources should be devoted to launching new services under bus route K series.
- (iii) Had there not been any veteran DC Members among them, other Members might not have known the information of the afore-mentioned bus route K series, and that someone had suggested setting up fare savers at Fu Heng Estate years ago. However, due to the changes in MTRC personnel, no one had followed up on the suggestion. At present, Members were putting forward the same suggestion again. However, there was no progress whatsoever, as no organisations took follow-up actions and all the departments were just passing the buck.

- (iv) He agreed that the completion of Fu Tip Estate was a good opportunity for the departments and organisations concerned to deal with the traffic problems at Fu Heng properly.

118. The Chairman's comments were as follows:

- (i) He suggested continuing to follow up on the public transport services at Fu Heng and Fu Tip Estate at the Working Group on Provision of Public Bus and Minibus Services. He asked the TD, KMB and MTRC to submit written replies before the next working group meeting to clarify the matters mentioned by Mr. Richard CHAN in paragraph 116(ii) above and their respective roles in dealing with matters relating to bus route K series for Members' reference. Based on such information, Members could suggest ways to plan bus route K series in the future.
- (ii) He would like KMB and TD to report on the existing plans to improve the traffic problems at Fu Heng at the afore-mentioned working group for Members' reference. Meanwhile, Members could also put forward suggestions for improvement to them. He said that, for example, Members could discuss whether the improvement to the traffic conditions from Fu Heng to Tai Wo could also relieve the traffic congestion on Nam Wan Road. In addition, he would like the MTRC to send staff to attend the afore-mentioned meeting to study the planning together.
- (iii) In the past, the TD or bus company had not put forward any visionary transport planning for Shui Chuen O Estate in Sha Tin District and Pak Shek Kok in Tai Po District. Traffic improvement plans were drawn up gradually after residents had moved in. Therefore, he would like the TD and bus company to plan the transport at Fu Tip Estate more properly.

## **VII. Objection to the relocation of the taxi stand in Wan Tau Tong to the bus bay by the Transport Department**

(TPDC Papers No. TT 84/2020 and No. TT 84A/2020)

119. Mr. WONG Siu-kin went through TPDC Paper No. TT 84/2020. In addition, he indicated that there were many illegally parked vehicles in the bus bays at Wan Tau Tong Bus Terminus at present. As such, he was worried that after the taxi stand in Wan Tau Tong had been relocated to the afore-mentioned bus bay, it would be even more difficult for buses to make a turn there. Therefore, he was against the captioned project. He asked the TD about the latest progress of the captioned project, as well as the views of the transport industry, including the taxi, minibus and bus industries, on the captioned project.

120. Mr. Peter AU went through TPDC Paper No. TT 84A/2020. In addition, the TD had received views from the taxi industry and was considering them thoroughly.

121. The Chairman asked whether the TD had inspected Wan Tau Tong Bus Terminus with DC Member of the constituency concerned, taxi groups and minibus operators.

122. Mr. Peter AU said that to his understanding, the TD had inspected Wan Tau Tong Bus Terminus with the bus and taxi industries before carrying out consultation on the captioned project in 2020.

123. The Chairman said that the taxi industry had written to the TPDC against the captioned project. In this connection, he asked whether the taxi industry had raised any objections during the inspection.

124. Mr. Peter AU said that on the day of inspection, the taxi industry had offered its views on the operational arrangements after the completion of the captioned project. After the department had completed the consultation, the taxi industry had also provided its comments to the department on the design of the taxi stand and road safety issues, and the department had given a reply as well. Taxi passengers would have to hop on the taxi from the right, and this design was not the best. However, as space was limited, and the same design had been used at other taxi stands in Hong Kong as well, this design was also deemed feasible.

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

- (i) The lane towards Wan Tau Tong Shopping Centre was a bus lane, the middle lane was for minibuses and private vehicles, and the outermost one was for taxis. In this connection, after the taxi stand in Wan Tau Tong had been relocated to the bus bay at Wan Tau Tong Bus Terminus, he wondered how the department would use the original location of the taxi stand (namely the outermost taxi lane mentioned above), such as whether the department planned to relocate the existing pick-up / drop-off area to the original location of the taxi stand.
- (ii) At present, minibus routes 806A and 806B usually used three lanes. The left one was for picking up / dropping off passengers, the middle one for minibuses to travel, and the right one for the parking of minibuses. He asked whether the second bus bay at the bus terminus would be used by minibuses after the captioned project was completed.
- (iii) He knew that minibuses really needed parking spaces. In this connection, after the captioned project was completed, if buses found it difficult to make turns on the lanes, he wondered how the TD would ensure the operation needs of minibuses, such as parking minibuses at suitable locations without obstructing other vehicles.

126. Mr. Nick LAM asked the TD about the reasons for proposing the captioned project. Was it because the department had found in the consultation that private vehicles had a huge demand for picking up / dropping off passengers at the taxi stand at Wan Tau Tong Bus Terminus? To his understanding, the flow of taxis on the lane concerned should be greater than that of private vehicles. Moreover, taxis also had to wait for passengers at the taxi stand. As such, the demand of taxis should be greater than that of private vehicles. Therefore, he opined that if the TD relocated the taxi stand in Wan Tau Tong and turn the original location of the taxi stand into a pick-up / drop-off area, the area might be wasted when the demand was small.

127. Mr. Peter AU said that according to the original design, after the taxi stand in Wan Tau Tong had been relocated to the bus bays at Wan Tau Tong Bus Terminus, the location of the original taxi stand would be turned into a general pick-up / drop-off area. At present, Wan Tau Tong Bus Terminus not only included franchise bus stops, terminuses of minibus routes 806A and 806B, taxi stand and residents' services stops, but was also a place where goods vehicles had to go through on their way to Fung Wan Road. The TD was always concerned about the operation of green minibus operators and other public transport operators at Wan Tau Tong Bus Terminus. As such, it would strike a balance among the needs of various public transport services and consider the views of all parties carefully so as to explore whether the original design still had room for improvement.

128. Mr. Nick LAM opined that the TD's reply in paragraph 127 could not answer his question in paragraph 126, namely whether private vehicle users had told the department that they needed to use the taxi stand at Wan Tau Tong Bus Terminus for picking up / dropping off passengers.

129. Regarding Mr. Nick LAM's enquiry, Ms. LEE Wing-sum, Summer, said that she had inspected Wan Tau Tong Bus Terminus on many occasions. During the several hours in each inspection, she did not see a large number of taxis, and the greatest traffic flow came from residents' services and private vehicles. In addition, the design for which the TD had consulted aimed at providing minibus routes 806A and 806B with the entire second bus bay mentioned by Mr. YAM Kai-bong. However, the TD found that this design would provide insufficient room for goods vehicles to turn, and large goods vehicles would not be able to use the bus lanes either. If the second bus bay was designated as a restricted area for any vehicles other than the afore-mentioned minibus routes, the department would have to relocate the existing taxi stand to ensure that the various vehicles using Wan Tau Tong Bus Terminus at present could maintain their current operation.

130. Mr. WONG Siu-kin said that he more or less understood the reason for the TD to propose the conversion works at Wan Tau Tong Bus Terminus, which was to provide sufficient room for the operation of minibus routes 806A and 806B. However, the captioned proposal was not feasible. The reason was that whenever the illegally parked vehicles were obstructing other vehicles, there would definitely be congestion for the buses at Wan Tau Tong Bus Terminus. Therefore, even if the same design had been used at other taxi stands in other districts in Hong Kong, the captioned proposal was not feasible. He knew that the TD was still looking into other plans for the

improvement works at Wan Tau Tong Bus Terminus. As such, he would like the department to report to him on any updates.

131. The Chairman asked the TD to maintain close contact with DC Member of the constituency concerned and discuss with him if there were any updates.

### **VIII. Matters regarding the setting up of bus lanes on Tolo Highway**

(TPDC Papers No. TT 85/2020 and No. TT 85A/2020)

132. Mr. YIU Kwan-ho went through TPDC Paper No. TT 85/2020.

133. Mr. PANG Hiu-fung went through TPDC Paper No. TT 85A/2020. In addition, he added that it was not appropriate to set up bus lanes on Tolo Highway due to the large number of access points there. Furthermore, as Tolo Highway was an expressway, it was necessary to reserve a fairly long distance in front of the access points for vehicles to merge. Therefore, the captioned proposal was infeasible for the time being.

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

- (i) He understood that the merger of different access points on Tolo Highway would affect the feasibility of setting up bus lanes. However, he did not want the TD to use this as an excuse to explain why the captioned proposal was infeasible. He said that, for instance, even if bus lanes were set up on Tolo Highway, the merging point towards or leaving Pak Shek Kok could still be retained. All they had to do was to set up sections of bus lanes on the respective road sections, just like the designs of Pokfield Road and Tuen Mun Road. In addition, as the carriageways near the Racecourse and Sha Tin Sewage Treatment Works had been narrowed, the traffic there was rather congested. However, he opined that bus lanes could be set up on the road section in front of the afore-mentioned road sections, so as to ensure that buses could travel smoothly on the road section ahead.
- (ii) He pointed out the situations at the junctions on different roads in Hong Kong, including: (1) Tuen Mun Road: as bus lanes were available, vehicles were prohibited from entering the access points at certain hours. However, he was not asking for the same approach on Tolo Highway; and (2) Nathan Road (southbound): bus lanes and various access points were available along the carriageways from Bute Street to Waterloo Road and even the vicinity of Jordan. Setting up bus lanes could allow public transport (such as buses and minibuses) to travel on the road more smoothly, making it more convenient to go to the urban areas.

- (iv) The public transport priority policies in Singapore, Japan, Taiwan and Mainland China were far better than those in Hong Kong. There were four lanes on Tolo Highway. If one of them were used as a bus lane, other motorists would be affected. Moreover, the speed of buses in Hong Kong had been decreasing year by year. Other Members and he had received KMB's notifications from time to time, informing them of heavy traffic congestion on Kwun Tong Road, which therefore affected the services of bus route 74X. The problem could not be resolved no matter how many buses were deployed by KMB. He indicated that residents who took residents' services or franchise buses were all seriously affected by the traffic congestion on Tolo Highway. Therefore, Members found it necessary to set up bus lanes on Tolo Highway towards the urban areas during the morning and evening peak hours (especially in the morning).
- (v) In light of the high vehicular flow on Tolo Highway, the TD should consider setting up bus lanes to ensure that passengers could get to the urban areas more quickly. Otherwise, the Government would encourage more members of the public to drive private vehicles, thus becoming an accomplice in traffic congestion.

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

- (i) He was not happy that the TD objected to the captioned proposal with just a handful of sentences in the written reply.
- (ii) On Tolo Highway, there were morning and evening peak hours, as well as southbound and northbound directions. In this connection, the TD should, according to the situation on the highway, study in phases whether setting up bus lanes was feasible, instead of always stating that it was infeasible.
- (iii) Bus lanes were available on some carriageways in Tai Po District. For example, there were time-limited bus lanes near Kwong Fuk Roundabout. In this connection, he asked about the differences between bus lanes (e.g., the bus lanes on Tuen Mun Road) and the afore-mentioned time-limited bus lanes, such as whether they were for different purposes.
- (iv) He asked whether the law enforcement department would enforce the law if vehicles other than buses travelled on bus lanes.

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

- (i) He was disappointed with the TD's reply.
- (ii) The TD's written reply mentioned that the TD had in 2017 studied the proposal to set up bus lanes on Tolo Highway between the Science Park in Tai Po and the Racecourse in Sha Tin. In this connection, he asked whether the department, when conducting

the study, had considered the situation after the bus lanes were set up (including the situations that the speed of buses would increase and the number of people driving private vehicles would decrease, thus easing the traffic congestion on Tolo Highway) before carrying out further studies; or it had only used the current vehicular flow as research data, and therefore came to a conclusion that if bus lanes were set up on one of the lanes on Tolo Highway, the traffic on the other three lanes would be even more congested.

- (iii) The TD should not deny the feasibility of setting up bus lanes on certain sections of Tolo Highway due to the large number of access points there.

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

- (i) The Government had no plans to carry out planning or modifications on Tolo Highway in Tai Po. However, according to the traffic data provided by the TD at previous meetings, Tolo Highway had reached severe saturation in capacity. Therefore, Members proposed setting up bus lanes on Tolo Highway as an emergency measure to relieve the above problem.
- (ii) Regarding the captioned proposal, the TD merely cited the study findings briefly. It stated that if one of the lanes on Tolo Highway was turned into bus lane during the morning and evening peak hours, the other lanes would be busier, and therefore the captioned proposal was infeasible. It had never considered implementing the captioned proposal on a trial basis. He asked whether the TD had considered that if the traffic on the bus lanes was smooth, people who were driving private vehicles on the other lanes and noticed such a situation might switch to buses as an alternative means of transport, thereby reducing the flow of private vehicles.
- (iii) Setting up bus lanes would not only shorten the bus journey for Tai Po residents, but could also show motorists that using public transport was more convenient than driving private vehicles, thereby easing the traffic on Tolo Highway.
- (iv) He suggested the TD consider setting up bus lanes on Tolo Highway in phases. For example, it could set up bus lanes on Tolo Highway (southbound) during the morning peak hours first, and then carry out reviews on a regular basis.
- (v) As people who went to work by public transport were generally in a hurry, Members opined that setting up bus lanes could ensure that the public would not be caught in traffic congestion when using public transport, and more people would be benefited accordingly. As the TD could not build bypasses or vehicular bridges in a short period of time as traffic improvement measures, Members suggested the department set up a bus interchange on Tolo Highway. Otherwise, it would not be possible to ease the severely saturated traffic on the highway.

138. Mr. Nick LAM opined that the TD should launch a pilot scheme on setting up bus lanes on Tolo Highway so as to find out if they were necessary. The situation was the same as operating new bus routes. The department had to operate the routes so as to collect data such as the number of passengers. He did not understand why the department still did not consider implementing a pilot scheme even though Members had been making the request for some time. He opined that if the department considered the suggestion infeasible after the pilot scheme, Members could still explain to residents with reference to the outcomes.

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

- (i) Regarding Mr. YAM Kai-bong's views, he indicated that the road condition on Tolo Highway was different from that of other roads in Hong Kong where bus lanes were available. For example, the slip roads on Tuen Mun Road were fewer than those on Tolo Highway, and the latter was an expressway. Besides, the speed limit on Nathan Road in Mong Kok was 50 km/h. Therefore, if vehicles were allowed to enter Tolo Highway via other slip roads, at least 100 metres had to be reserved, and that was not a short distance.
- (ii) Regarding Mr. MAN Nim-chi, the Vice-chairman's enquiry, the uses of designated bus lanes and bus lanes were the same, as they were both for buses to travel. If vehicles other than buses travelled on these lanes, it would be up to the HKPF to take action.
- (iii) Regarding Mr. YIU Kwan-ho's enquiry in paragraph 136(ii) above, the department had studied statistics such as the number and speed of buses in 2017. It found that the traffic flow of buses on Tolo Highway accounted for less than 3% during peak hours. Therefore, the department opined that setting up bus lanes for such a bus demand was not cost-effective, and it was not appropriate to do so for the time being.

140. Mr. Richard CHAN opined that the TD should at least provide the study report for 2017 for Members' reference.

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

- (i) Although the TD's representative had just said that the number of buses accounted for only 3% of the vehicular flow on Tolo Highway, he opined that this 3% of vehicular flow represented a substantial number of passengers. A private vehicle might carry fewer than three people, and the area occupied by 2.5 private vehicles was equal to that occupied by one bus.
- (ii) The traffic flow of goods vehicles on Tolo Highway was not substantial from about 7 a.m. to 8 a.m. As such, he opined that the TD could consider giving buses the priority to use the road section concerned during the above time period.

- (iii) Due to improper planning by the Government, most job opportunities were found in the urban areas. Unless the Government provided a large number of job opportunities in various parts of the New Territories, such as Tai Po, Sheung Shui and Fanling, members of the public still had to spend considerable time on commuting to the urban areas. The department should look into public transport priority policies, and setting up bus lanes was only one of the initiatives.
- (iv) The Transport and Housing Bureau (“THB”) had proposed drawing yellow box markings at bus stops to give priority to buses, so that they would not be obstructed by other vehicles. In this connection, he asked whether this measure had been implemented. He said that in Okinawa in Japan, for example, vehicles other than public transport (such as buses, minibuses and taxis) were prohibited from travelling on the entire road sections during certain hours. He was not suggesting the TD take the same approach on Tolo Highway. However, he wondered why the TD did not consider more aggressive measures when drawing up transport policies for Tolo Highway.
- (v) Members understood that traffic on Tolo Highway had been saturated, and setting up bus lanes on Tolo Highway would indeed affect the vehicular flow on the existing lanes. Therefore, he suggested building new roads to increase the capacity of the highway. As the average speed of buses had been decreasing on various road sections, Members proposed setting up bus lanes on Tolo Highway to improve the afore-mentioned situation.
- (vi) He understood that the TD’s representatives at this meeting might not be able to provide in-depth responses. However, he hoped that they would relay Members’ views to the department. He opined that the department in charge of outbound transport planning in New Territories North should be invited where necessary, so as to respond to Members’ afore-mentioned requests, such as easing the saturated traffic on Tolo Highway.

142. Mr. LAU Yung-wai asked whether the TD’s staff had studied the Report of the Independent Review Committee on Hong Kong’s Franchised Bus Service. He said that according to the entry about bus lanes in the report, if road sections suitable for setting up bus lanes had been identified, priority would be given to locations where high-volume of buses plied the road during the relevant bus lane operating hours. It meant that the TD should first consider whether there were a large number of buses on the road sections concerned. He indicated that most of the buses and vehicles in Tai Po travelled to the urban areas mainly via Tolo Highway. As such, the TD should first consider setting up bus lanes on the afore-mentioned road section before considering the subsequent impact on traffic conditions, and finally consider the concerns of stakeholders such as bus operators, residents and shops in the district.

143. The Chairman asked the TD to respond to the above enquiries made by Members, especially whether it could provide Members with the study report for 2017, and whether it could implement a short-term pilot scheme on setting up bus lanes on Tolo Highway. If the outcomes were not satisfactory, Members would not have to insist on implementing the captioned proposal.

144. Mr. PANG Hiu-fung's comments were as follows:

- (i) Regarding Mr. Richard CHAN's enquiry in paragraph 140 above, he had to ask his superior whether the report concerned could be provided for Members.
- (ii) He said that the TD considered it inappropriate to implement a pilot scheme on setting up bus lanes on Tolo Highway for the time being.

145. Mr. Richard CHAN opined that the TD should give detailed replies about the papers submitted by Members, and hoped that the TD could provide Members with complete information on the study report for 2017. In addition, he also agreed to set up bus lanes on Tolo Highway, but did not understand why the TD was not even willing to implement a pilot scheme. Members could discuss the details of the pilot scheme with the department. As such, he would like the departmental representative to relay Members' views to his superior.

146. Mr. LAU Yung-wai would like KMB, being the largest stakeholder among public bus services, to express its views.

147. Mr. AU Chun-wah suggested giving priority to the proposal to set up bus lanes and a bus interchange on Tolo Highway for follow-up action by Legislative Council ("LegCo") Members when they had meetings with DC Members in the future.

148. Mr. MAN Nim-chi, the Vice-chairman, opined that the TD failed to provide the aforementioned report and the relevant details for Members' reference. In addition, he would like to move an impromptu motion to ask the TD to set up bus lanes on Tolo Highway for three months so as to find out their effectiveness.

149. Mr. TANG Ching-kit's comments were as follows:

- (i) As a franchise bus operator, KMB highly welcomed any proposals to set up facilities that made bus journeys more convenient, including bus lanes and the bus priority measures set out in the Report of the Independent Review Committee on Hong Kong's Franchised Bus Service. KMB opined that an effective transport network could facilitate a city's overall economic and transport development.
- (ii) Bus journey time had increased substantially in recent years. He said that, for instance, the journey time from Tai Po District to the urban areas used to be 50

minutes only. At present, however, the journey time of some bus routes (long-haul routes) during non-peak hours was about half as much as that during peak hours, i.e., the former was 60 minutes and the latter 100. The increase in journey time would also affect bus services. Even if KMB allocated additional resources by, for example, increasing the number of buses and bus drivers, it was still difficult to maintain the original service frequency. In addition, KMB had also allocated additional resources to ensure the stability of its services and give bus drivers enough time to rest, so as not to affect passengers' bus journey.

- (iii) KMB had followed up on Members' proposal to adjust bus routes. However, taking account of the road traffic conditions, it found the proposal difficult to be implemented.
- (iv) Owing to the increased journey time, many passengers no longer considered taking bus but instead drove by themselves. As a result, road traffic increased, which had further increased bus journey time, leading to a vicious cycle.

150. Mr. Jeff TAM said that the Report of the Independent Review Committee on Hong Kong's Franchised Bus Service released in 2018 mentioned not only setting up bus lanes, but also emulating Singapore's practice by drawing bus priority box markings, where other vehicles had to give way to buses. In this connection, if it was difficult to set up bus lanes, KMB also welcomed the measure of drawing bus priority box markings and would be happy to implement a pilot scheme. When the TD implemented bus priority measures a year ago, KMB had also co-operated proactively by putting up slogans on the rear part of buses and power boxes, so as to encourage other vehicles to give way to buses.

151. Mr. TAM Yi-pui agreed with the captioned proposal. At the previous TTC meetings, Members had indicated that there were too many private vehicles in Hong Kong, and pointed out the serious illegal parking problem and shortage of parking spaces in Tai Po District. In this connection, he opined that setting up bus lanes could alleviate the problem at source. By doing so, buses would travel smoothly, and the public would be encouraged to commute by bus. According to the paper submitted by the TD, if bus lanes were set up on one of the lanes of Tolo Highway, the number of vehicles on the other lanes would increase. If the TD's view was correct, the public would be less willing to commute by private vehicles, and the number of private vehicles would decrease, which was in line with the principles of environmental protection. In addition, with the conversion to nine-car trains on the ERL, the public would have a greater demand for bus services. Therefore, it was necessary to strike a balance between the demand for bus services and private vehicles.

152. Mr. Nick LAM said many people believed that the serious illegal parking problem in Tai Po District was caused by the shortage of parking spaces. However, even if more parking spaces were provided, they could not cope with the demand of private vehicles. Therefore, the problem had to

be addressed at source by encouraging the public to take public transport. If there were fewer private vehicles, there would be less illegal parking. Therefore, he opined that setting up bus lanes would not only ease the traffic congestion on Tolo Highway, but also improve the traffic conditions on the nearby roads.

153. Mr. PANG Hiu-fung said that he had noted Members' views.

154. The Chairman said that he would deal with the impromptu motion moved by Mr. MAN Nim-chi, the Vice-chairman. Although the above motion had not been submitted 10 clear working days before the meeting, he decided to accept it as Members found it necessary to move the motion. He read the motion as follows:

“The TTC requests the TD to set up bus lanes on Tolo Highway by launching a three-month pilot scheme and to review the effectiveness, so as to reduce the commuting time of Tai Po residents.”

The motion was moved by Mr. MAN Nim-chi, the Vice-chairman, and seconded by Mr. YIU Kwan-ho.

155. No Members proposed any further amendments at the meeting. The TTC agreed to vote by open ballot. The Chairman guided the TTC to vote on the motion moved by Mr. MAN Nim-chi, the Vice-chairman, and the results were as follows:

For:	13 votes	Mr. AU Chun-ho	Mr. AU Chun-wah
		Mr. Richard CHAN	Ms. Olive CHAN
		Mr. CHOW Yuen-wai	Mr. Nick LAM
		Mr. LAU Yung-wai	Mr. MAN Nim-chi
		Mr. SO Tat-leung	Mr. TAM Yi-pui
		Mr. WU Yiu-cheong	Mr. YAM Kai-bong
		Mr. YIU Kwan-ho	
Against:	0 vote		
Abstain:	1 vote	Mr. Dalu LIN	
Present without voting:	2 votes	Mr. KWAN Wing-yip	Mr. WONG Siu-kin
Absent without voting:	3 votes	Mr. HO Wai-lam	Mr. LAM Yick-kuen
		Mr. YIU Yeuk-sang	
Total:	19 votes		

156. The Chairman announced that the motion had been carried, and asked the TD to take follow-up actions.

**IX. Matters regarding the roundabout at Lam Kam Road Interchange**

(TPDC Papers No. TT 86/2020 and No. TT 86A/2020)

157. Mr. Richard CHAN went through TPDC Paper No. TT 86/2020. He also added that vehicles travelling from Hong Lok Yuen to Lam Kam Road could choose between the two lanes at Lam Kam Road Roundabout. One of them was for vehicles to go to Tolo Highway directly, and the other to Lam Tsuen. When vehicles leaving Lam Tsuen arrived at the junction near Hong Lok Yuen, vehicles at the inner circle could not cut the lane due to the solid line at the junction. Once they passed the junction, they could cut the lane and head for the vehicular bridge of Tolo Highway. Therefore, if vehicles at the outer circle would like to use the vehicular bridge of Tolo Highway on their way to Kowloon, while other vehicles which had passed the junction at Hong Lok Yuen were cutting the lane and heading for the vehicular bridge of Tolo Highway at the same time, accidents would happen easily. More than one resident had told him about the above situation, while some had even taken videos of it. He had handed the footage to the TD, and would like the TD to study whether it would extend the solid line near the junction at Hong Lok Yuen and put up a “Get in lane” road sign to avoid accidents.

158. Mr. PANG Hiu-fung went through TPDC Paper No. TT 86A/2020.

159. The Chairman asked whether the above suggestions put forward by Mr. Richard CHAN were feasible. He also enquired whether they would lead to other repercussions, and, if not, whether the TD would consider the suggestions. In addition, had the TD carried out any on-site inspection to explore ways to implement them?

160. Mr. Nick LAM said that the pictures enclosed in TPDC Paper No. TT 86/2020 were blurry, and asked whether the Secretariat could provide clearer ones for Members’ reference.

161. Mr. Richard CHAN said that he could provide the video concerned and show it at the next meeting. In addition, he asked the Secretariat whether it was technically feasible to play videos at meetings.

162. Mr. MAN Nim-chi, the Vice-chairman, asked whether it was motorists’ habit to cut out from the inner lane of the roundabout, and whether there was any legislation governing this kind of driving behaviour. Citing his personal experience, he said that he would stay on the right lane when he was driving from Lam Tsuen to Kowloon. After passing the solid line near the junction at Hong Lok Yuen mentioned by Mr. Richard CHAN, he would cut into the lane on the left and head to the expressway. Before cutting into the lane on the left, he would take a glance over his shoulder at the traffic conditions behind. As such, he had never had any traffic accidents. Although he had not watched the video mentioned by Mr. Richard CHAN, he had on many occasions seen motorists cut out from the inner lane of Lam Kam Road Roundabout and head to the Kowloon-bound expressway directly. In this connection, he asked the TD and law enforcement department whether

motorists could cut out directly from the inner lane at the exit of a single-way roundabout.

163. Mr. PANG Hiu-fung said that according to the Road Users' Code, vehicles in a roundabout had to signal left before passing the exit of the roundabout. In addition, motorists were allowed to exit from the inner lane of a roundabout directly.

164. Mr. MAN Nim-chi, the Vice-chairman, added that he would signal left and look back at the traffic conditions behind before cutting into the lane on the left. However, when he drove to Hong Lok Yuen along Tai Po Road – Tai Wo and cut the lane at Sam To Hang (應指三渡坑), he saw many vehicles cut out from the inner lane of the roundabout at a high speed and head to the Kowloon-bound expressway. These motorists drove differently from the way he did. After driving past the solid line at the junction near Hong Lok Yuen, he would head to the outer lane so that motorists in the opposite direction could see that he was going to enter the Kowloon-bound expressway, rather than cutting out from the inner lane directly. While cutting out from the inner lane was legal, it was rather dangerous.

165. Mr. Richard CHAN said that if residents who were familiar with the road section concerned had to drive from Lam Kam Road to Kowloon, they would naturally exit from the outer lane of Lam Kam Road Roundabout directly. However, motorists who were not familiar with the road section concerned would generally cut from the inner lane to the outer lane of the roundabout. When they arrived at the junction at Hong Lok Yuen, they would not cut into the outer lane as there was a solid line at the junction, which was also the only junction on the road section concerned. Instead, they would exit the junction at a high speed. As for the motorists leaving the inner lane of the roundabout, as they could see a solid line at the junction near Hong Lok Yuen, they would subconsciously find it unnecessary to check whether there were any vehicles crossing the solid line, and would only check whether there were any vehicles leaving Hong Lok Yuen from the other side. However, as motorists generally would not travel at a high speed at the above junction, the aforementioned situation had not led to any accidents. However, the junction was still dangerous.

166. The Chairman said that the TD's representative still had not replied whether Mr. Richard CHAN's suggestion in paragraph 157 was feasible, and whether it was possible to arrange for them to inspect the area concerned together after the meeting. In addition, Mr. CHAN could send the afore-mentioned video to Members via the Secretariat after the meeting for reference.

167. Mr. PANG Hiu-fung said that although it was feasible to extend the solid line at the junction near Hong Lok Yuen, the TD found it unnecessary to do so for the time being. In addition, he added that the Road Users' Code stipulated that motorists driving in a roundabout should pay attention to the traffic on the right, as vehicles might leave the roundabout anytime, and some vehicles might cut across motorists' lane. Therefore, they had to figure out the traffic conditions at the roundabout and stop if necessary. In addition, he would be happy to carry out on-site inspections with Members.

168. Mr. MAN Nim-chi, the Vice-chairman, added that motorists driving in a roundabout should not only pay attention to the traffic on the right. He said that, for instance, vehicles on the outer lane had priority to use conventional roundabouts, whereas vehicles on the inner lane had priority to use spiral ones. As Lam Kam Road Roundabout was a conventional roundabout, the TD's representative was correct to say that motorists driving in a roundabout should pay attention to the traffic on the right. However, he opined that even though the Road Users' Code had stipulated the rules concerned, the TD should also look into setting up more road signs. He said that there was only one "give way" lane along the road from Lam Tsuen to Kowloon. However, as the road was wide enough for two vehicles to travel side by side, he would subconsciously keep left when driving to Fanling and keep right when driving to Kowloon. However, it was only his driving habit. In this connection, he opined that the TD could consider setting up two lanes on the road concerned (at the junction leading from Lam Kam Road to the urban areas) to show motorists clearly that the road concerned was not the merging point of two lanes.

169. The Chairman asked the TD's representative to inspect the area concerned with interested Members and continue to follow up on the captioned agenda item at the next meeting.

**X. The duration of the traffic lights at the junctions where Nam Wan Road meets Kwong Fuk Road and Plover Cove Road**  
(TPDC Papers No. TT 87/2020 and No. TT 87A/2020)

170. Mr. YAM Kai-bong went through TPDC Paper No. 87/2020. He added that after Members had requested to adjust the duration of traffic lights at the captioned junction, the TD had made minor adjustments. Members, including Mr. KWAN Wing-yip, the Chairman, Mr. MAN Nim-chi, the Vice-chairman, Mr. YIU Yeuk-sang and he, had carried out on-site inspections. They found that after the duration of traffic lights had been adjusted, the traffic conditions at the junction concerned had improved slightly. However, Members would still continue to observe the situation. He indicated that there was traffic congestion at the captioned junction in the morning. As such, Members hoped that the duration of traffic lights would be set with due regard to the demand of various junctions. In addition, he asked whether the TD's representative could respond to works-related issues.

171. Ms. Summer LEE went through TPDC Paper No. TT 87A/2020. Regarding whether there were any works that could improve the traffic conditions at the captioned junction, she said the TD knew that large-scale works had to be carried out at the captioned junction and the carriageways concerned to alleviate the saturated and congested traffic. Therefore, the department would commission a consultancy to carry out transport studies, which would begin in the first quarter of 2021.

172. The Chairman asked the TD to continue to closely monitor the traffic conditions at the captioned junction. He said that the above traffic problems could also be found in other parts of Tai Po District, such as Ting Kok Road. However, as Nam Wan Road was a major trunk road in Tai Po District, the setting of traffic light duration would have a great impact on Nam Wan Road.

173. Mr. YAM Kai-bong said that after the TD had adjusted the duration of certain traffic lights, the traffic condition at the captioned junction was satisfactory. For example, bus route 71A was no longer affected by the traffic congestion on the southbound and northbound lanes of Nam Wan Road. However, as the original setting of traffic light duration might be affected by road works and typhoons, he hoped that the TD would keep a close eye on the duration of traffic lights on Nam Wan Road. As residents from Fu Heng, Fu Shin and Tai Yuen would definitely use Nam Wan Road on their way to Tai Po Market MTR Station, the department had to ensure smooth traffic on Nam Wan Road so as to make sure that the traffic entering or leaving Tai Po Market Station would not be affected.

174. Members found it unnecessary to follow up on the captioned agenda item at the next meeting. As such, the Chairman said that the captioned agenda item would not be included in the agenda of the next meeting.

**XI. Request to introduce section fares on green minibus routes 806A and 806B for Tai Po urban area**

(TPDC Papers No. TT 88/2020, No. TT 88A/2020 and No. TT 88B/2020)

175. Mr. WONG Siu-kin went through TPDC Paper No. TT 88/2020. In addition, he had suggested introducing section fares on the captioned minibus routes for Tai Po urban area. However, the reply from the operator concerned (namely TPDC Paper No. TT 88A/2020) indicated that it had suggested the TD provide short-haul services between Wan Tau Tong and Pak Shek Kok which would introduce section fares in Tai Po urban area when the short-haul services came into operation, and thus if Members would like to introduce section fares on the captioned minibus routes for Tai Po urban area, they should urge the department to implement the above short-haul services. In this connection, he opined that the reply was like an “emotional blackmail” and misdirection. He asked whether the TD had received any application from the afore-mentioned minibus operator in May 2020 for the provision of short-haul services between Wan Tau Tong and Pak Shek Kok.

176. Mr. Peter AU went through TPDC Paper No. TT 88B/2020. In addition, the TD had received the application from the afore-mentioned minibus operator for the operation of short-haul services between Wan Tau Tong and Pak Shek Kok. The department was reviewing whether it was feasible in terms of vehicle deployment, minibus service schedule, fares, etc., and whether the proposed short-haul services could be operated on Fo Yin Road or nearby roads. The TD would discuss with the minibus operator and carry out district consultation. However, he clarified that when the

minibus operator applied for the operation of the afore-mentioned short-haul services, it did not mention that it would also introduce section fares on the captioned minibuses routes for Tai Po urban area after the services had come into operation.

177. Mr. YIU Kwan-ho said that to his understanding, not long after the above minibuses operator had begun operating the captioned minibuses routes in 2020, it suggested operating short-haul services between Wan Tau Tong and Pak Shek Kok, but did not submit the application to the TD until May 2020. He indicated that most residents who took the captioned minibuses routes alighted at the stop at the Science Park, and hence the minibuses resources between Science Park stop and Ma On Shan had been wasted. In addition, as the Pak Shek Kok stop came before the Science Park stop, Pak Shek Kok residents could not get on board at Pak Shek Kok stop. In this connection, he asked the TD about the application progress of the short-haul services, and hoped that the department would deal with various issues as soon as possible, such as determining the locations of minibuses stops, so as to implement the application sooner.

178. Mr. WONG Siu-kin said that while many people used to describe section fares as concessionary fares, he disagreed. He indicated that when journeys were shortened, vehicles would require less petrol, and the cost would be lower. As such, it was reasonable to pay a lower price. It meant providing passengers with section fares, which was not the same as concessionary fares. In addition, he found the reply from the above minibuses operator inappropriate. The reason was that even if there were no short-haul services between Wan Tau Tong and Pak Shek Kok, section fares could still be provided for passengers of the captioned minibuses routes. However, the minibuses operator treated these two as a single issue and that was unreasonable. Therefore, he urged the minibuses operator to consider the needs of Tai Po residents by providing section fares for the captioned minibuses routes.

179. The Chairman asked whether minibuses operators could decide to provide section fares without the TD's approval.

180. Mr. Peter AU responded as follows:

- (i) Regarding Mr. YIU Kwan-ho's enquiry, the TD would process the application for operating short-haul services between Wan Tau Tong and Pak Shek Kok. If the proposal was feasible, the department would carry out district consultation.
- (ii) Regarding the Chairman's enquiry, minibuses operators had to obtain the TD's approval before providing section fares. Meanwhile, when the department reviewed minibuses operators' proposal to provide concessionary fares or section fares, it would strive to maintain a variety of minibuses services in every district and co-ordinate an efficient public transport network, so as to ensure that the public transport operators could achieve robust and sustainable development in terms of operation and finance.

Therefore, the department would vet the section fare application from the green minibus operator in accordance with the afore-mentioned factors.

181. The Chairman suggested inviting the operator of the captioned minibus routes to attend the Working Group on Provision of Public Bus and Minibus Services (“WGBM”) meetings to follow up on the operation of short-haul services and the provision of section fares.

182. Members agreed with the Chairman’s suggestion.

## **XII. Matters arising from the 5<sup>th</sup> meeting in 2020 of the TTC on 4 September 2020**

(TPDC Papers No. TT 89/2020, No. TT 94/2020 and No. TT 97/2020)

### **(1) Matters regarding the vehicle noise problem in Tai Po District**

183. The Chairman welcomed Mr. CHEUNG Sau-cheong, Andrew, Senior Environment Protection Officer (Assessment & Noise) 1 of the EPD, and Mr. CHEUNG Wing-cheong, Eddie, Engineer / Monitoring and Projects of the TD, to attend the meeting of this agenda item. He added that the TTC had earlier written to the Environment Bureau (“ENB”) to relay Members’ views on the vehicle noise problem in Tai Po District, and the EPD had already replied. Members could refer to TPDC Paper No. TT 97/2020. He asked the TD and EPD to respond.

184. Mr. CHEUNG Wing-cheong, Eddie, responded as follows:

- (i) Regarding Mr. Richard CHAN’s enquiry at the previous meeting about the details of the 33 reports mentioned by the TD, he supplemented that from January to the end of August 2020, the TD had received a total of 33 defective vehicle reports found in Tai Po District involving excessive noise from the exhaust systems. Among them, the department had issued vehicle examination orders in 10 cases and advisory letters in seven. In addition, as at the end of October 2020, the TD had received a total of 52 defective vehicle reports found in Tai Po District involving vehicle noise. Among them, the department had issued vehicle examination orders in 36 cases and advisory letters in 16.
- (ii) Regarding the afore-mentioned letter written by the TTC to THB, the THB would give a written reply. However, he would like to respond to the matters relating to the Defective Vehicle Report Form mentioned in the letter. He said that the Defective Vehicle Report Form required the informants to provide evidence so that the TD could deal with the reports more effectively. If the informants failed to provide sufficient information, the TD would contact the informants and urge them to provide the information concerned. Even if the informants could not provide it

eventually, the TD would still keep a record of the reports. If the department received the same reports again within one year, it would reopen the cases for follow-up actions, and consider taking the relevant regulatory actions, including issuing advisory letters, warning letters or even vehicle examination orders to the vehicle owners.

- (iii) The above letter also suggested the TD refer to the Smoky Vehicle Control Programme and Spotter Training implemented by the EPD. In this connection, he said that the TD had taken reference to the afore-mentioned programme, but found that vehicle noise was more identifiable and noticeable than vehicles' black smoke. In addition, the TD's Defective Vehicle Report Form welcomed reports from all members of the public, not only trained personnel. Therefore, the department opined that the above mechanism was enough to deal with the reports.
- (iv) At the previous meeting, Members had said that they would like the TD, EPD and HKPF to work together to explore ways to deal with vehicle noise. In this connection, he said that the TD used to study with these two departments where necessary. The department had also held a meeting with these two departments upon Members' request. At the meeting, they had discussed the follow-up directions on vehicle noise problem in the future. For instance, when the TD received a defective vehicle report, even if the informant did not provide the vehicle registration (licence plate) number, the department would still keep a record of the report. After collecting a certain number of reports, the TD would submit them to the HKPF and ask the latter to pay extra attention or even carry out regulatory operations. Meanwhile, the TD's Motor Vehicle Examiners would also provide assistance during the regulatory operations.

185. Mr. CHEUNG Sau-cheong, Andrew, responded as follows:

- (i) Upon Members' request at the previous meeting, the TD, EPD and HKPF had held a meeting to discuss ways to deal with vehicle noise problem.
- (ii) Vehicles registered for the first time had to comply with the noise emission standards stipulated in the Noise Control (Motor Vehicles) Regulation (Cap. 400I). After the first registration, the use and restrictions of vehicles on the road were subject to the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A), which stipulated that no modifications were allowed on vehicles' exhaust pipes, and the exhaust pipes had to be kept in a good and efficient condition to prevent making a bigger noise.
- (iii) After multiple on-site inspections, the EPD found that vehicles making excessive noise were mainly involved in speeding and illegal modification. The most effective solution was that the HKPF took stringent law enforcement actions against

illegal acts.

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

- (i) As mentioned by the TD's representative, the TD had received from the public 33 and 52 reports of defective vehicles in Tai Po District via the Defective Vehicle Report Form from January to end-August 2020 and as at end-October 2020 respectively. While the form required the informants to provide evidence, it was difficult for them to submit evidence of vehicles making noise. That was exactly why it was difficult for the public to report with the form. The TD had just stated that it would keep a record of the reports and keep an eye on whether the informant would report the same vehicle again in the future. In this connection, he asked the TD whether members of the public had to report the same vehicle twice before the department would take action.
- (ii) Among the 33 reports above, the TD had issued vehicle examination orders in 10 cases. In this connection, he asked what evidence the informants in the above 10 cases had provided to help the TD take action. He would like to let the public know what evidence would be accepted by the department.
- (iii) According to the reply submitted by the EPD (TPDC Paper No. TT 97/2020), the department had sent officers to look into the noise nuisance problem on Pak Shing Street at night, but did not notice anything. In this connection, he asked whether the EPD had sent officers to inspect other parts of Tai Po and Lam Kam Road, in addition to Pak Shing Street, as the noise problem on the above road sections were extremely serious on Friday and Saturday night, holidays or during illegal road racing.

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

In addition to the EPD's reply which mentioned that speeding, illegal modification or improper driving behaviours would make noise, he had also mentioned at the previous meeting that some luxury vehicles, such as luxury sports cars, would also make noise while in motion. He asked how the departments concerned would deal with the noise problem of these vehicles.

- (ii) He asked when the EPD had sent officers to inspect Pak Shing Street, and said that if the department could not find any vehicle noise problem on that street, he would be happy to carry out inspections with the department's staff. In addition, he asked whether the department had sent officers to inspect other parts of Tai Po, such as Ting Kok Road, Lam Kam Road and Tai Po Tai Wo Road.

188. Mr. MAN Nim-chi, the Vice-chairman, asked whether the EPD had provided data collected at illegal road racing hotspots for the HKPF to carry out targeted law enforcement operations. In addition, citing paragraph 156 in the minutes of the previous meeting, he said that regarding the reports of defective vehicles found in Tai Po District involving excessive noise of vehicle exhaust systems, the TD had carried out regulatory operations and issued vehicle examination orders or advisory letters. In this connection, he asked whether the advices were issued by the TD or HKPF.

189. Mr. Eddie CHEUNG responded as follows:

- (i) Regarding Mr. Richard CHAN's enquiry, he said when the public reported via the Defective Vehicle Report Form, they had to provide the licence plate number of the vehicle concerned, as well as the time, location and date of the incident. These information could help the TD deal with the reports more effectively. Even if the informants could not provide photographs or videos as evidence, the TD would also take follow-up actions on a case-by-case basis. As regards how much evidence the informants in the afore-mentioned 33 cases had provided, he said that as long as the informants had provided basic information, including the licence plate number, as well as the date, time and location of the incident, the TD would take action. If the informants could provide photographs as evidence, the department could take action more effectively.
- (ii) Regarding Mr. AU Chun-ho's enquiry, he said that the TD and EPD had their own responsibilities as regards the first registration of vehicles. The TD was mainly responsible for examining the mechanics (structure and maintenance) of vehicles, whereas the EPD was responsible for checking the noise and exhaust they made.
- (iii) Regarding Mr. MAN Nim-chi, the Vice-chairman's enquiry, he said that the TD was responsible for issuing vehicle examination orders and advisory letters. Motor Vehicle Examiners would carry out regulatory operations on a case-by-case basis.

190. Mr. Andrew CHEUNG's responded as follows:

- (i) The letter written by the TTC to the ENB mentioned that some vehicles made noise while looking for parking spaces on Pak Shing Street in early morning. As such, the EPD had sent officers to inspect the road section concerned in early morning, but did not notice any noise problem. He indicated that vehicles normally did not make loud noise during parking. Therefore, the noise might be due to the chaos caused by motorists at the road section concerned, or someone shouting at the eateries. Such noise was regarded as noise from public places, which was regulated by the Noise Control Ordinance and subject to the HKPF's law enforcement actions. However, if residents encountered the afore-mentioned noise problem on Pak Shing

Street in the future, they could call Tai Po Division of the HKPF immediately for assistance or report to the EPD.

- (ii) Regarding Mr. AU Chun-ho's enquiry, he said that all vehicles registered for the first time (including luxury vehicles) had to comply with the noise emission standards stipulated in the Noise Control (Motor Vehicles) Regulation. According to the EPD's observation at various illegal road racing hotspots in Tai Po District, most vehicles making loud noise were involved in speeding and illegal modification. Meanwhile, luxury vehicles might also be modified or involved in speeding.
- (iii) As the data collected by the EPD at illegal road racing hotspots were used for preliminary research and analysis only, they had not been provided for the HKPF or TD for law enforcement purposes.

191. Mr. TSUI Yik-fuk said that the HKPF would not prosecute vehicles for making noise. During law enforcement operations, if the HKPF found any vehicles speeding or having committed traffic offences, it would check whether the vehicles were defective. The HKPF would decide on the locations of law enforcement operations according to intelligence, geographical environment, traffic conditions and operation needs. He reported that Traffic New Territories North Headquarters had issued a total of 67 defective vehicle notices to vehicle owners from July to September 2020, requesting them to send their vehicles to the TD's vehicle examination centre for examination. In addition, the HKPF had also issued examination notices to 33 vehicle owners, thereby sending the 33 non-roadworthy vehicles directly to the examination centre in Tai Lam Chung for detention and follow-up actions.

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

- (i) Members hoped that the EPD would collect data at certain illegal road racing hotspots. As such, he asked whether Members could invite the department to send officers to inspect the hotspots with Members during the time periods concerned.
- (ii) The EPD's representative had just mentioned that members of the public should call the hotline to seek the HKPF's assistance if they found any noise on the street and regarded it as noise from public places. In this connection, he asked about the number of the hotline, and the average waiting time before the calls were picked up. He had called Tai Po Police Station before, but no one picked up the call even after 10 minutes.
- (iii) As Members had discussed the captioned agenda item on many occasions at the TTC meetings, he asked whether the HKPF had taken any law enforcement actions accordingly.

193. Mr. AU Chun-ho said that some luxury vehicles made loud noise even if they were not

speeding. In addition, luxury vehicles often travelled at illegal road racing hotspots in early morning of Sunday. As such, he asked whether the EPD had noticed the situation, in which time periods it had inspected at the illegal road racing hotspots, and how long it had remained at these hotspots.

194. Mr. Richard CHAN indicated that motorcycles or luxury vehicles travelled in groups during holidays. Although it was somewhat difficult for the departments concerned to control how vehicles travelled in daytime, the noise made by groups of vehicles would affect the public. In this connection, he asked whether the departments concerned had noticed the above situation and looked into any measures.

195. Mr. Andrew CHEUNG responded as follows:

- (i) The EPD welcomed anyone, including Members, to provide the department with information on vehicle noise blackspots and illegal road racing hotspots, such as the time and date when the afore-mentioned vehicle groups showed up in early morning of Sunday, for the department to take follow-up actions.
- (ii) According to the EPD's observation at illegal road racing hotspots, most vehicles making loud noise were involved in speeding and illegal modification. Mr. AU Chun-ho had indicated that some luxury vehicles also made loud noise even if they were not speeding. That might be caused by motorists' improper driving behaviours. For example, using low gears inappropriately would increase the engine's revolution. If luxury vehicles travelled in urban areas at a normal speed under normal circumstances, they generally would not make loud noise.

196. Mr. MAN Nim-chi, the Vice-chairman, provided the EPD with a number of illegal road racing hotspots, including Chung Nga Road, Tai Po Tai Wo Road, Tai Mei Tuk Road, Route Twisk, Yuen Shin Road, Lam Kam Road and Sai Sha Road. He would like the department to adopt targeted approaches to the vehicle noise problem at the above locations, and provide the HKPF with the data collected there. He opined that the department had made progress in the vehicle noise problem. As such, he would like the department to continue to follow up on the problem and enhance its communication with the HKPF to facilitate the HKPF's follow-up actions.

197. The Chairman said that even if the TD and EPD inspected the vehicle noise blackspots every night, they might not come across the situation concerned. As such, he suggested Members or the public provide the TD and EPD with licence plate numbers and videos of the noise made. He also asked whether the departments concerned could follow up on these videos. He believed that this approach was more effective than inspecting noise blackspots.

198. Mr. Eddie CHEUNG said that if informants could provide the TD with the evidence mentioned

by the Chairman, the department would be able to process the reports more effectively. Therefore, the department welcomed this approach.

199. Mr. Andrew CHEUNG said that as the TD and HKPF were responsible for the law enforcement actions against vehicle noise, it was more appropriate for them to respond to the Chairman's enquiry.

200. Mr. AU Chun-ho asked whether the EPD could deal with the vehicle noise problem on the top floor of private car parks.

201. Mr. Andrew CHEUNG said that it depended on the situation, such as the actual location, environment and type of noise at that time. Meanwhile, the EPD also welcomed Members to report to the department.

202. The Chairman said that the EPD's representative had just mentioned that the department would not collect evidence of noise made by vehicles as it was the responsibility of the law enforcement department. As vehicles making noise did not mean that they were defective, he asked whether the TD would accept evidence provided by Members, and asked whether the HKPF would take follow-up actions based on the evidence.

203. Mr. Eddie CHEUNG said that according to the legislation, the TD would examine whether the noise made by reported vehicles had exceeded the decibel level measured by the EPD when the vehicles were first registered. As such, if Members could provide the TD with evidence, that would help professional Motor Vehicle Examiners examine the vehicles and check whether they were defective, thus enabling the TD to take follow-up actions more effectively.

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

- (iii) Regarding Mr. Richard CHAN's enquiry in paragraph 192(ii) above, he said that the police officers concerned might be dealing with other emergencies at that time and were therefore unable to pick up his call. He would relay his concerns to Tai Po District. Members who received requests for emergency assistance could call the 999 hotline.
- (iv) Regarding Mr. Richard CHAN's enquiry in paragraph 192(iii) above, the vehicles making noise might be located in Tai Po District or have entered Tai Po District from other districts. With regard to the rules governing vehicles' structure or maintenance, as well as objectives such as anti-speeding, anti-drink driving and anti-drug driving, the HKPF would carry out patrols, set up roadblocks or use other equipment to assist in law enforcement operations. If it found any vehicles with structural problems (not limited to noise), it would issue defective vehicles notices to

the vehicle owners and initiate prosecution.

- (v) If members of the public found defective vehicles, they could report them using the Defective Vehicles Report Form on the TD's website. The informants could provide licence plate numbers or other evidence (such as videos) for the TD to contact the vehicle owners and ask them to send the vehicles concerned to the vehicle examination centre for examination.

205. Mr. Richard CHAN said that Members would like the HKPF to consider taking law enforcement actions against vehicle noise problem.

206. The Chairman asked whether Members needed to continue to discuss this agenda item at the next meeting to find out the how the problem had been followed up.

207. Mr. MAN Nim-chi, the Vice-chairman, would like the HKPF to provide at the next meeting the number of law enforcement operations carried out against vehicle noise problem between this meeting day and January 2021, such as the number of times it had set up roadblocks.

208. Mr. Richard CHAN agreed about the suggestion of Mr. MAN Nim-chi, the Vice-chairman.

209. The Chairman opined that most vehicles making noise at night were involved in illegal road racing. As such, the roadblocks set up by the HKPF would definitely help clamp down on illegal road racing, thereby reducing vehicle noise. He would also like the HKPF to step up its law enforcement efforts at the road sections mentioned by Mr. MAN Nim-chi, the Vice-chairman, in paragraph 196 above. In addition, Christmas and New Year holidays were also the peak seasons of noise problems. Therefore, this agenda item would be followed up at the next meeting, and the HKPF would be asked to provide figures on law enforcement actions.

(2) **Matters regarding the construction of noise barriers between Chong San Road and Tolo Highway**

210. The Chairman said that the TTC had earlier written to the EPD, inviting it to send officers to attend the meeting to discuss the construction of noise barriers between Chong San Road and Tolo Highway. The EPD could not send representative to attend this meeting but had submitted a reply. Members were advised to refer to TPDC Paper No. TT 89/2020.

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

- (i) He regretted and was not happy that the EPD still did not send anyone to attend the meeting.

- (ii) He said that the EPD still had not responded to some of his questions he had raised at the previous meeting, such as: (1) What was the date and time the department carried out noise tests when new housing estates were being constructed near Chong San Road and Tolo Highway? (2) After the completion of the new housing estates in Pak Shek Kok, had the EPD carried out noise tests again to find out whether the noise mitigation measures adopted by the developers could actually reduce the noise problem? In this connection, he indicated that the Audit Commission had mentioned in the Director of Audit's Report that the EPD not only had to carry out noise tests before the completion of the new housing estates in Pak Shek Kok, but also had to carry out the tests again some time afterwards to show that the suggestions it had put forward at the outset could effectively reduce noise in Pak Shek Kok area. However, the EPD did not mention such information in the reply.
- (iii) The Audit Commission had mentioned in the Director of Audit's Report that after the completion of the facilities at Area 39 and other parts of Tai Po, the EPD had to review the noise level in Pak Shek Kok and the need to construct noise barriers between Chong San Road and Tolo Highway. He indicated that the bases for noise barriers had been set up between the southbound and northbound lanes of Tolo Highway.

212. The Chairman asked the Secretariat to write to the EPD again to relay the afore-mentioned problems raised by Mr. YIU Kwan-ho. In addition, he asked whether Mr. YIU agreed that the EPD should be asked to carry out noise tests near Chong San Road and Tolo Highway.

213. Mr. YIU Kwan-ho agreed with the Chairman's suggestion to carry out noise tests, and asked the department to send officers to attend the TTC meeting after finishing the tests.

214. The Chairman said that this agenda item would continue to be followed up at the TTC, and would invite the EPD to send officers to attend TTC meetings. In addition, he asked the Secretariat to write to the Director of Environmental Protection to ask for replies to the above questions raised by Mr. YIU Kwan-ho, and to invite the department to send officers to carry out noise tests with Members at people's homes near Chong San Road and Tolo Highway. As the noise tests might have to be carried out in daytime and night-time respectively, the inspection should be scheduled according to the circumstances. If the EPD still did not carry out any inspection before the next TTC meeting, Members would take follow-up actions at the TTC meeting according to the department's reply.

(Post-meeting note: The letter mentioned in paragraph 214 above was sent to the EPD on 7 December 2020.)

(3) **Matters regarding the changes in vehicular flow on various highways in New Territories East and the study on new road networks connecting North District, Lam Tsuen and Kowloon**

215. The Chairman asked Mr. PANG Hiu-fung of the TD to respond to the questions raised by Members about this agenda item at the previous meeting.

216. Mr. PANG Hiu-fung went through TPDC Paper No. TT 94/2020. In addition, he provided supplementary information on the works progress as follows: (1) the improvement works on Tai Po Road – Sha Tin was expected to be completed in 2023; (2) the Government was planning the construction of the third tunnel of Lion Rock Tunnel so as to facilitate the maintenance works of the two existing tunnels. The works were expected to be completed in 2034 when the capacity of Lion Rock Tunnel would also increase.

217. The Chairman's comments were as follows:

- (i) After the previous TTC meeting, the Secretariat had sent e-mails to the THB and Development Bureau (“DEVB”) respectively, inviting them to send officers to attend the special meeting of the TTC and discuss the development of new road networks. The THB had not replied yet, whereas the DEVB replied that the issue concerned was not within its ambit. In this connection, he asked the Secretariat to urge the THB to send officers to meet with Members.
- (ii) He understood that Members had been striving very hard for the development of new road networks. As such, they had seized the opportunity to put forward the suggestions when the Director of Highways attended the TPDC meeting earlier. In this connection, he suggested that if opportunities arose in the future, Members should consider handing this agenda item over to LegCo and discuss it with LegCo Members.

218. Mr. AU Chun-wah said that to his knowledge, Members had submitted a proposal about the development of new road networks to LegCo in 2019 or 2018.

219. The Chairman said that if the issue concerned had been discussed at LegCo but not followed up thoroughly by it, he would contact LegCo depending on the circumstances so as to look into ways to continue the follow-up actions. If the issue concerned had not been discussed at LegCo, it could be brought up to LegCo in the future.

220. Mr. LAU Yung-wai suggested the DC take the initiative to invite the heads of departments and bureaux to discuss the development of new road networks, such as the proposal to construct new trunk roads, rather than discussing it at LegCo meetings. By doing so, they would understand the

pressing need for the development of new road networks in Tai Po, and explore ways to take urgent actions to deal with the serious overload on Tolo Highway.

221. The Chairman said that the Secretariat had invited the THB by e-mail to send officers to attend the special meeting of the TTC to discuss the issues concerned. However, the bureau had not replied yet. In this connection, he suggested the Secretariat write to the Secretary for Transport and Housing to relay the situation concerned. He added that this agenda item would not be discussed at the next meeting.

(Post-meeting note: The letter mentioned in paragraph 221 above was sent to the THB on 23 December 2020.)

### **XIII. Regular items for discussion at the TTC**

(TPDC Papers No. TT 90/2020 (revised), No. TT 91/2020, No. TT 95/2020 and No. TT 96/2020)

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

222. Ms. Summer LEE went through TPDC Paper No. TT 95/2020 regarding the reply about the request for additional parking spaces in the district.

223. Mr. WU Yiu-cheong indicated that the short-term tenancy carpark on Ma Wo Road had closed down for half a year or so. In this connection, he asked the departments concerned how much more time the tendering exercise needed before the carpark could be re-opened for use by the nearby vehicle owners. In addition, he asked whether the Chairman could invite the Lands Department (“Lands D”) to send officers to attend the next meeting to explain the progress of the proposed construction of short-term tenancy carparks on several government sites (such as Tat Wan Road (GLA-TTP770) mentioned in Paper No. TT 95/2020), as the proposal could not be implemented without the Lands D’s assistance.

224. The Chairman said that the Secretariat could invite the Lands D to send officers to attend the next meeting and respond to the issues concerned. If the department could not send anyone to attend the meeting, it should also reply in writing. He added that the Secretariat had asked the Lands D to provide information on this issue before the meeting.

225. Mr. YIU Kwan-ho said he had mentioned earlier that the area under the flyover on Fo Shing Road could be used to provide more parking spaces at the short-term tenancy carpark on Fo Shing Road (TP1766). As such, he asked when this proposal would be implemented. In addition, he had followed up on the matters regarding the government site (TGLA-TTP812) near the CLP substation in Pak Shek Kok at the Planning, Housing and Works Committee meeting, and learnt recently that the Water Supplies Department would not return the site until half a year later. In this

connection, he suggested the Lands D send officers to attend the next meeting to follow up on the situation of the site concerned.

226. Ms. Summer LEE said that she did not have the tender schedule for the short-term tenancy carpark on Ma Wo Road. However, she could ask the District Lands Office, Tai Po after the meeting.

227. The Chairman asked the TD's representative to send the information concerned to Members via the Secretariat after the meeting, and asked her to continue to update the information in Paper No. TT 95/2020 for Members' reference. In addition, the Secretariat would ask the Lands D to send officers to attend the next meeting.

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

228. Mr. CHENG Wun-chee reported that the HyD had launched the captioned works at the end of October 2020, which were expected to be completed in January 2021.

229. The Chairman suggested following up on progress of the captioned works at the next meeting, and this agenda item could be wrapped up afterwards.

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

230. Ms. Summer LEE went through TPDC Paper No. TT 95/2020 regarding the department's reply about the illegal parking problem in Tai Po District.

231. Mr. TSUI Yik-fuk went through TPDC Paper No. TT 91/2020 and provided supplementary information as follows:

- (i) Tai Po District had issued 7 346 fixed penalty notices in August 2020.
- (ii) Tai Po Police District had issued 12 634 fixed penalty notices in August 2020.
- (iii) The HKPF would continue to deploy manpower to take law enforcement actions continuously and increase the frequency of prosecution at the illegal parking blackspots mentioned by Members at the previous meeting.

232. Mr. Nick LAM said that the Police Community Relations Office ("PCRO") always provided him with information after each large-scale prosecution operation against illegally parked vehicles. Since the previous meeting, he had kept a record of such information, including the operation dates

and the number of law enforcement actions taken on each street, for statistical purposes. According to his statistics, the HKPF had carried out 22 law enforcement operations since the previous meeting. In addition, the HKPF had carried out 19 and 16 law enforcement operations on Po Heung Street and Kwong Fuk Road respectively. He was happy with it. However, only 10, eight and four law enforcement operations had been taken on Heung Sze Wui Street, Nam Shing Street and On Fu Road respectively. He indicated that considering the design of Heung Sze Wui Street, if there were many illegally parked vehicles on the road, as well as buses stopped there picking up and dropping off passengers, traffic there would be congested. In addition, if the junctions on Nam Shing Street or On Fu Road were blocked by vehicles, buses would not be able to turn. Therefore, he opined that the HKPF should increase the frequency of law enforcement actions at the three afore-mentioned locations.

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

- (i) Even if the TD's engineers had drawn double yellow lines or yellow box markings or designated restricted hours at certain road sections to remind motorists not to park their vehicles there, the above measures taken by the TD could not deal with the illegal parking problem if the HKPF did not enforce the law. In this connection, he would like the HKPF to reply how they planned to deal with the problems concerned.
- (ii) He indicated that the traffic light junction off Bright Smart Securities on Kwong Fuk Road was rather narrow. However, taxis were often parked illegally on one of the lanes there, posing great danger to the buses or minibuses passing by. Some taxis occupied more than one lane and up to three-quarters of the pedestrian crossing as well, preventing pedestrians from crossing the road. Even if police vehicles passed by the junction, they turned a blind eye to it.
- (iii) He had mentioned at the TPDC meeting that at about 12:30 a.m. on 31 October, four police vehicles travelled towards Kam Shan (going past Standard Chartered Bank on the way to Kwong Fuk Road) one after another every one or two minutes and went past Kwong Fuk Road, but they turned a blind eye to the afore-mentioned situation. The HKPF always explained that the police officers were performing other duties and therefore did not prosecute the illegally parked vehicles. Although he had mentioned this problem many times at the meetings, the situation still had not improved. Therefore, he questioned how the HKPF clamped down on the illegal parking problem in the past two months. Did it arrange for only one shift of police officers to deal with the illegally parked vehicles every day? He indicated that the HKPF had deployed manpower to perform duties relating to social movements in the past. At present, however, the HKPF had deployed the manpower concerned back to various districts and restored the three-shift system. Nonetheless, there were still no police officers to deal with the illegal parking problem.
- (iv) Owing to the road repair works at the bus stop off PrimeCredit on Kwong Fuk Road,

a temporary bus stop had been set up at the passing bay ahead at present. However, taxis were parked there any time of the day. Even if Members had complained to the HKPF, the HKPF would only send officers to take law enforcement actions there once in the daytime. However, many taxis were parked there illegally at night, and the situation was very serious. Some taxis had their rear part occupying the bus stop, preventing buses from approaching. As such, buses had to pick up and drop off passengers in the middle of the carriageway.

- (v) He had mentioned the above illegal parking problem on many occasions. Although the DC of this term invited the Operations Officer of Tai Po Police District to attend meetings, the HKPF still did not take any actions. That was why he was very angry.
- (vi) The illegal parking problem was serious on On Cheung Road, On Chee Road, On Pong Road, On Tai Road, the area off Bank of China, and the area outside Taipan Bread & Cakes off Treasure Garden. Meanwhile, vehicles of various kinds were often parked illegally at the taxi stand at Jade Plaza, preventing taxis from approaching. As such, the taxis parked there would have their rear part occupying the lane, and other vehicles had to go around the traffic island near Li Fook Lam Indoor Sports Centre before reaching the junction. Although he had talked about it many times at the meeting, the situation still had not improved. Therefore, he wondered whether the HKPF would follow up on the afore-mentioned illegal parking problem only after accidents had happened. Although there were double yellow lines at the road section off Treasure Garden, the HKPF still did not deal with the illegal parking problem there.
- (vii) In the past, Members could contact the HKPF directly regarding the illegal parking problem. At present, however, they could only contact the PCRO. Nonetheless, although he reported the illegal parking problem to the PCRO every day, the situation still had not improved.

234. Mr. Richard CHAN said that there were a certain number of metered parking spaces on Shan Tong Road. At the Chung Yeung Festival holiday on 26 October (Monday), a police officer issued penalty ticket to vehicles parked at the afore-mentioned parking spaces. Villagers said that the police officer had issued penalty tickets erroneously because it was not necessary to pay during holidays, and vehicles were supposedly allowed to be parked at the metered parking spaces concerned. The demand for metered parking spaces was not great on Shan Tong Road. However, after the HKPF had allegedly issued the penalty ticket erroneously, it deliberately deployed officers to take law enforcement actions there twice a day. As a result, there was not enough manpower to deal with the other illegally parked vehicles at the illegal parking blackspots in Tai Po District and to ensure that the traffic was smooth. It could be seen that the HKPF did not have insufficient manpower. Instead, it had deployed manpower incorrectly. He would like Mr. TSUI Yik-fuk to explain what happened.

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

- (i) Regarding Mr. Nick LAM's comments, he clarified that the number of times the PCRO provided Members with photographs or information about law enforcement operations was not equal to the number of law enforcement operations taken by the HKPF. He said that, for example, if the HKPF carried out four law enforcement operations on Nam Shing Street on a single day, the PCRO would not send the photographs of each operation to Members.
- (ii) Regarding Mr. AU Chun-wah's views, he responded as follows: (1) The illegal parking problem could not be resolved by the HKPF's law enforcement actions alone. The reasons why the illegal parking problem had deteriorated might include whether there were sufficient parking spaces at the road sections concerned and the attitude of motorists involved in illegal parking. For example, they opined that the fixed penalty for illegal parking (HK\$320) was less costly than parking fees, and the locations of illegal parking were more convenient; (2) The number of law enforcement actions conducted and penalty tickets issued by the HKPF had been increasing in the past two months; (3) Regarding the illegally parked taxi at the aforementioned junction on Kwong Fuk Road at about 12:30 a.m. on 31 October, he indicated that it was outside the effective hours of the "no stopping" zone at the junction. However, as it was far from satisfactory for the lanes to be occupied, they would inform and give advice to the taxi association. In addition, as some police vehicles might be performing other duties, police officers might not deal with the illegally parked vehicles at the same time; and (4) Regarding paragraph 233(iv) above, his team members had carried out four to five law enforcement operations at the bus stop in one of the shifts, and pressed charges against three taxis and two private vehicles the day before the meeting. Therefore, it was not true that the HKPF carried out just two law enforcement operations there every day.
- (iii) Regarding Mr. Richard CHAN's views, he said that as he did not have the time, location and details of the incident concerned, it was difficult to comment at this meeting. However, he said that, for example, if vehicles could not leave due to obstruction by pedestrians or vehicles parked there on a prolonged basis, the HKPF would also take action.

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

- (i) She named the illegal parking blackspots as follows: (1) the emergency access next to Kui Wo House on Po Nga Road: some motorists had parked their vehicles at the emergency access and even occupied the pedestrian way, obstructing the access of ambulances for carrying out rescue operations; (2) the vicinity of the petrol filling station on Kwong Fuk Road: many residents had told her that some vehicles were

parked at the emergency access and also obstructed the access of ambulances, and some vehicles were even parked there until the next morning; (3) Fuk Wo Road: although the TD had drawn double yellow lines there, the illegal parking problem remained unresolved, and vehicles were even simply parked on the double yellow lines and at the nearby emergency access. In addition, some vehicles occupied the pedestrian crossing nearby, making it difficult for pedestrians to go to Tai Wo Neighbourhood Community Centre, and impossible for wheelchair users to cross the road.

- (ii) After being prosecuted by the HKPF, the illegally parked vehicle would leave the scene. However, another illegally parked vehicle would turn up in about 15 minutes. As such, she would like the HKPF to take law enforcement actions in a more serious and stringent manner.

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

- (i) As the number of times the PCRO sent photographs to Members was not equal to the number of law enforcement actions taken by the HKPF, he would like the HKPF to provide information on law enforcement actions at every meeting, including the locations of law enforcement actions and the number of law enforcement actions taken at each location, for Members' comparison. He understood that the HKPF did not have enough manpower to take law enforcement actions on every street. However, he opined that while some law enforcement actions were more urgent, some were not. As such, the HKPF could first take law enforcement actions at the illegal parking blackspots or locations where the traffic was seriously affected by the illegally parked vehicles, and enhance the frequency of law enforcement actions so as to improve traffic conditions.
- (ii) It was not the first time for taxis to occupy the bus stop on Kwong Fuk Road. As works were underway at the bus stop, the HKPF had taken more law enforcement actions there. However, he hoped that the HKPF would continue to take law enforcement actions there after the works were completed.
- (iii) He indicated that the illegally parked vehicles and goods often occupied the unloading area in Heung Sze Wui Square. As a result, goods vehicles could only unload goods on the carriageway, leading to traffic congestion.
- (iv) He had asked about the circumstances under which the illegally parked vehicles would be towed away by the HKPF. The HKPF stated that the illegally parked vehicles would be towed away when the traffic was completely paralysed. To his understanding, the traffic would be completely paralysed in the following situations: (1) if there were illegally parked vehicles next to the pedestrian crossing on Nam Wan Street, buses would not have enough room to turn from Po Heung Street onto Nam

Shing Street. It had taken place on many occasions, and residents were still telling him about it at present; (2) some private vehicles were parked illegally behind or opposite the taxi stand near the turn from Nam Shing Street onto On Fu Road, preventing buses from turning onto On Fu Road; and (3) some private vehicles were parked illegally next to the zebra crossing on Plover Cove Road, preventing buses from turning.

- (v) Some illegally parked vehicles would seriously affect the traffic in the entire Tai Po District. Therefore, he hoped that if the HKPF found any vehicles parked somewhere that might paralyse the traffic, such as the situations above, it should not only issue penalty tickets but should tow away the vehicles immediately so as to increase the deterrent effect. He would continue to discuss this issue at the next meeting.

238. Mr. LAU Yung-wai said that according to the PCRO's information, the HKPF had taken law enforcement actions against illegal parking. Although the illegal parking problem at some locations had improved, the problem was still serious at the road sections in Tai Po Old Market, Tai Po Tau Road and Ting Tai Road. Therefore, the HKPF should continue to take law enforcement actions and issue more penalty tickets. In addition, he said that some goods vehicles were parked on Ting Tai Road until 7 a.m. the next day, leaving only one lane on the road for vehicles to travel. As a result, traffic was congested, and the vehicle queues even extended way back to Tai Po Tau Road, Parc Versailles and Tai Wo Road. Therefore, he asked the department concerned to pay extra attention to the illegal parking problem at the road sections above, and looked into ways to follow up on the problem.

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

- (i) He and Mr. MO Ka-chun, Patrick had informed the PCRO of the situation on Shan Tong Road mentioned in paragraph 234 above. He added that the HKPF had deployed officers to take law enforcement actions on Shan Tong Road at Chung Yeung Festival on 26 October (Monday). Meanwhile, villagers had also told him that the HKPF had also deployed officers to take law enforcement actions on Shan Tong Road on 27 October (9:50 a.m. and 5:20 p.m.), 28 October (12:05 p.m. and 4:53 p.m.), 30 October (10:25 a.m.) and 4 November (9:24 a.m.). In this connection, he did not understand why the HKPF had deployed officers to take law enforcement actions multiple times at the afore-mentioned remote location where the demand for parking was limited. However, when the construction works at the Regent were underway earlier, the illegal parking problems on the nearby roads were so serious that the vehicles could not leave, and the construction workers also refused to drive away the vehicles that were obstructing the road. Even if the villagers had called the HKPF for assistance, the HKPF still did not send anyone to deal with the problem.

At present, the construction works at the Regent had been completed, and the demand for parking spaces at the nearby carpark was limited (one third of the parking spaces were vacant). However, the HKPF deployed officers to take law enforcement actions at the above road section twice a day. Although the police vehicle concerned was an Emergency Unit vehicle, which meant that the uniformed police officers who enforced the law might not work for the Traffic Wing, he opined that the above situation arose from the villagers' accusation of the police officers enforcing the law erroneously on Chung Yeung Festival. As a result, the HKPF deliberately took law enforcement actions on Shan Tong Road multiple times, which had led to a mismatch of resources. Eventually, there was not enough manpower to deal with the problems at other illegal parking blackspots mentioned by Members.

- (ii) He indicated that vehicles were often parked illegally at the passing bay along the road section in Ng Tung Chai during holidays. As this road section was a dual one-lane carriageway, there was a passing bay for vehicles to give way to vehicles travelling in the opposite direction. However, as the passing bay was occupied by the illegally parked vehicles, it had posed danger to the villagers and other road users. In this connection, he asked how the TD and HKPF would deal with the problem.

240. Mr. SO Tat-leung said that the illegal parking problem at the roundabout off Tycoon Place on Lo Fai Road was serious, and there was a construction site next to the roundabout. Although the problem had improved after the HKPF had stepped up the law enforcement efforts, the situation had worsened recently. About 40 to 50 vehicles belonging to the construction workers were parked on both sides of the nearby pedestrian crossing and the parking spaces ahead, and even occupied a lane. In addition, some construction vehicles, including dump trucks, steel bar trucks and government vehicles, were parked at the afore-mentioned roundabout and even entered the roundabout from the opposite direction. He had talked with the persons-in-charge of the construction site, but their attitude was so appalling that they simply ignored his views. As the pedestrian crossing was occupied by vehicles, pedestrians were forced to use the carriageway. Meanwhile, as many large vehicles such as cement trucks and steel bar trucks travelled on the carriageway, it had posed danger to the residents. Therefore, he would like the HKPF to provide assistance.

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

- (i) Regarding Mr. LAU Yung-wai's comments, he had inspected Ting Tai Road at 7 a.m. and saw goods vehicles parked there. Parking was allowed on the road concerned from 9 p.m. to 7 a.m., and he did not notice any traffic congestion before 7 a.m. In addition, he had carried out studies with the staff of the TD's Traffic Unit, and adjusted the duration of the traffic lights concerned. No complaints had been received so far. As such, extending the duration of green traffic lights could resolve the traffic congestion problem on Ting Kok Road.

- (ii) The passing bay near the roundabout in Ng Tung Chai mentioned by Mr. Richard CHAN was not managed by the TD. As such, the illegal parking problem concerned had to be dealt with by the HKPF.

242. Mr. TSUI Yik-fuk noted the illegal parking locations mentioned by Members above, and would enquire the PCRO about the incident mentioned by Mr. Richard CHAN. He would report on the situation in the future.

243. Mr. AU Chun-ho opined that the HKPF had indeed enhanced the frequency of law enforcement actions. However, he did not think that it had made the best effort to enforce the law. He said that, for instance, during the TPDC meeting on 3 November, some police officers had prosecuted the illegally parked vehicles on Heung Sze Wui Street and Po Heung Street (on the ground floor of Po Heung Estate) before driving towards Tai Po Centre. However, the police officers did not deal with the illegally parked vehicles outside Wah Lap Restaurant and not even advise the drivers to drive away their vehicles. When the police vehicle travelled towards Tai Po Centre, the police officers inside could definitely see the illegally parked taxis outside McDonald's. The illegal parking problem there was the same as the situation at night. Taxis were illegally parked side by side at the crossroad, but the police officers on the police vehicle and traffic wardens turned a blind eye to them. In this connection, he would like the HKPF to take action if it saw the afore-mentioned illegal parking problem in the future.

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

- (i) He opined that the HKPF's first comment in paragraph 235(ii) above was putting the cart before the horse. He agreed that the motorists' mindset was related to their self-discipline. If motorists lacked self-discipline, they would continue to park their vehicles illegally even if the HKPF initiated prosecution and a comprehensive legal system was in place. However, the HKPF's representative could not deny the fact that it had indeed scaled back its law enforcement actions against illegal parking for various reasons in the past year. He understood that the HKPF did not have enough manpower, and Members were also concerned about the illegal parking problem in various parts of Tai Po District. As such, he did not ask the HKPF to step up its efforts to prosecute the illegally parked vehicles on On Pong Road and On Tai Road. At present, the number of operations against illegal parking had not been restored to the usual level in the past. He had just mentioned that some vehicles occupied three-quarters of the pedestrian crossing at the traffic light junction off Bright Smart Securities on Kwong Fuk Road. Initially, there were no double yellow lines at the junction. However, as the HKPF stated that some vehicles were parked on the road without double yellow lines, the TD drew them for the HKPF to take law enforcement actions. However, the HKPF still had not dealt with the illegal parking problem at the junction at present.

- (ii) Similarly, double yellow lines had also been drawn at the crossroad outside Taipan Bread & Cakes at Treasure Garden (diagonally opposite the taxi stand at Jade Plaza). In the past, there were no illegally parked vehicles. Although motorists' mindset also played a part, the main reason for illegal parking there was the non-existence or inadequacy of the HKPF's law enforcement actions. He opined that the HKPF should admit its inadequacy in law enforcement actions and step up the efforts, rather than using other excuses as the reasons for the serious illegal parking problem.
- (iii) If he asked the HKPF to provide detailed information on its law enforcement actions at every meeting, such as the number of law enforcement actions taken on On Pong Road, On Tai Road, On Chee Road and On Cheung Road every day, as well as the number of prosecutions initiated during each law enforcement action, he would also consider this request over the top because the HKPF should not waste time on such administrative work. However, if there was no detailed information, the HKPF could not convince Members that it had actually stepped up its law enforcement efforts. From January to November 2020, there had not been any significant improvement in the illegal parking problem in various parts of Tai Po district. Had Members not asked the HKPF to take law enforcement actions repeatedly, the HKPF would not have dealt with the illegal parking problem.
- (iv) The HKPF worked on three shifts every day. As such, police officers could deal with illegal parking at least during their shift. As the HKPF had not resumed patrols yet, members of the public had to call the report room or 999 hotline if they needed assistance. At present, however, police officers would not go to the scene except for emergencies or unless necessary. In this connection, how could members of the public ask the HKPF to help deal with illegal parking? As illegal parking was not an emergency, they could only ask Members for assistance. That was why Members told the HKPF about the situation at the meeting. In this connection, he asked for response from the Operation Officer of Tai Po Police District.

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

- (i) Although the HKPF had taken law enforcement actions, the illegal parking problem had not been resolved yet.
- (ii) As part of Chung Nga Road outside Fu Heng bus stop had been widened, it was easier for large vehicles to be parked there on a prolonged basis, and other problems had also arisen as a result. For example, motorists would throw meal boxes into the planters (he would ask the FEHD to take follow-up actions). In addition, the aforementioned illegally parked vehicles would block the vision of motorists leaving the junction at Fu Heng. Meanwhile, pedestrians would also have their vision blocked when going to Nethersole Hospital via the nearby crossing, and it was very dangerous. Regarding the situation above, not only the HKPF had to take law

enforcement actions, the TD and HyD should also look into the feasibility of putting stone blocks, fences and the like there to prevent parking.

- (iii) Although the HKPF was correct in prosecuting vehicles that had been parked at metered parking spaces in excess of the time allowed, a member of the public had sent him a video which showed a police officer waiting at the metered parking spaces on Shan Tong Road to prosecute vehicles for parking in excess of the time allowed. In this connection, he opined that there were still many illegal parking blackspots in Tai Po District, where the illegally parked vehicles could easily cause traffic congestion and accidents. As such, he opined that the HKPF should take stringent law enforcement actions at these blackspots first, instead of spending time on waiting at the afore-mentioned metered parking spaces to prosecute vehicles for parking in excess of the time allowed.

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

- (i) The situation on Shan Tong Road mentioned by Members was exactly the reason why he thought the HKPF should set priorities in terms of where to carry out operations against illegal parking. Even if it was illegal for vehicles to be parked at metered parking spaces in excess of the time allowed, the HKPF should deal with the illegally parked vehicles at other locations first as they had a greater impact on traffic.
- (ii) To his understanding, the departments concerned would set up traffic cones at the turns of the roads in Kowloon to prevent illegal parking and allow buses to turn. In this connection, he asked about the effectiveness. If it was good, the departments concerned could also set up traffic cones at the illegal parking blackspots in Tai Po District, such as Nam Shing Street, On Fu Road and Plover Cove Road. Although this measure could not eradicate the illegal parking problem, it might be able to reduce the problem temporarily.

247. Mr. Richard CHAN asked whether the TPDO could send staff responsible for rural works to join him in inspecting the traffic conditions at the passing bay at the roundabout in Ng Tung Chai on Saturday or Sunday. In addition, he asked the Operation Officer of Tai Po Police District whether the Emergency Unit vehicle which took law enforcement actions on Shan Tong Road was deployed by Tai Po Police District or the Traffic Wing.

248. Ms. LEUNG Wing-yin, Tiffany, said that the TPDO would find out the situation after the meeting, and would ask the staff concerned to contact Mr. Richard CHAN.

249. Mr. KONG Wai-fung, Ryan, responded as follows:

- (i) He thanked Members for their understanding. In addition to the HKPF's law

enforcement actions (including issuing penalty tickets or towing vehicles), traffic problems could also be resolved by correcting the public's mindset, providing education or carrying out road improvement works.

- (ii) As Members found the HKPF's law enforcement actions inadequate, the HKPF would continue to look into ways for improvement.
- (iii) It had been about two to three months since he assumed his current post, and this was the second time he attended the TTC meeting. Based on the HKPF's overall strategy and with sufficient manpower, Tai Po Police District had managed to officially restore the traffic enforcement team on 25 October 2020. It had also succeeded in securing more equipment for issuing electronic penalty tickets in Tai Po District. All the equipment was provided for the traffic enforcement team. Through the above arrangements, the HKPF would like to provide more resources so as to co-ordinate and carry out law enforcement operations against illegal parking more effectively, and improve on its previous inadequacies. The patrol sub-unit (if resources were sufficient), Traffic Wing and traffic wardens in Tai Po Police District would co-ordinate with each other and continue to take law enforcement actions.
- (iv) When taking traffic-related law enforcement actions, the HKPF would first deal with situations that affected traffic safety, and then ensured that traffic was smooth. He said that, for example, Members opined that the penalty tickets issued by the HKPF on congested roads were seriously inadequate. However, it was because the HKPF had to ensure smooth traffic on the road first, rather than prosecuting the illegally parked vehicles.
- (v) The HKPF agreed that the long-term objective of law enforcement operations was to rectify the motorists' habit of illegal parking so as to resolve the illegal parking problem effectively.
- (vi) Regarding Mr. Nick LAM's proposal to set up traffic cones in paragraph 246(ii) above, according to the legislation, the HKPF could not put temporary traffic signs or traffic signage on roads on a prolonged basis. If Members would like to set up these facilities at certain locations, they could provide detailed information for the HKPF to assess whether it was suitable to do so, and to consult the TD.
- (vii) Regarding the Emergency Unit vehicle Members had seen on Shan Tong Road, he said that matters relating to Emergency Unit vehicles, including their administration, operation and deployment, were not managed by Tai Po Police District.

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

- (i) He had noted the illegal parking locations Members had mentioned above.
- (ii) He had to find out whether the vicinity of the roundabout in Ng Tung Chai involved

private land. However, he understood that the area concerned was visited by more people on holidays. As there were limited parking spaces in the area concerned, visitors would park their vehicles at the passing bay. After the meeting, he would contact Mr. Richard CHAN to look into ways to step up the law enforcement efforts.

- (iii) Whether traffic cones could be set up depended on the landscape of the proposed locations of traffic cones. After the meeting, he would work with the TD's engineers to look into ways to improve the road conditions of Nam Shing Street.

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

- (i) He was happy to hear that the HKPF and TPDO would find out the situation of the roundabout in Ng Tung Chai after the meeting.
- (ii) He was happy to see that Tai Po Police District had restored the traffic enforcement team. In this connection, he would like the HKPF to provide more information on the traffic enforcement team, such as its establishment.
- (iii) He indicated that many vehicles were often parked at the passing bay at Tai Wo Interchange during the morning peak hours. As a result, the residents' services from Hong Lok Yuen and Mont Vert could not enter the passing bay to drop off passengers. Meanwhile, the queue of residents' services even extended way back to the nearby crossroad, thus seriously affecting Lam Tsuen residents who changed to other transport there. As such, he asked the HKPF's representative to take follow-up actions.

252. Mr. Nick LAM opined that the HKPF should first consult the districts where traffic cones had been set up to prevent vehicles from obstructing buses, so as to find out the effectiveness and study the feasibility of setting up traffic cones in Tai Po District. In addition, he clarified that he was not asking to set up traffic cones on the entire lanes but only on a small part of road section, so as to remind motorists not to park their vehicles there. However, he was worried that motorists would ignore the traffic cones and continue to park their vehicles there. Therefore, he suggested the HKPF consult the districts concerned about the effectiveness first, and he should not be the one who provided information for the HKPF.

253. Mr. YIU Yeuk-sang said that the illegal parking problem was serious at Fung Yuen, San Wai Tsai Carpark (the illegally parked goods vehicles at night), Nam Hang (along Ting Lai Road) and Tai Wo Road (in the morning). He would like the HKPF to step up its law enforcement efforts.

254. Mr. TSUI Yik-fuk noted the illegal parking locations mentioned by Mr. Richard CHAN and Mr. YIU Yeuk-sang. Regarding Mr. Nick LAM's comments, he clarified that he was not asking Mr. LAM to provide information on the effectiveness of setting up traffic cones at the locations concerned. In addition, setting up traffic cones to prevent parking of vehicles was a practice that

had been in place in Tai Po District for over a decade. For example, many people went to Tai Mei Tuk Road on Saturday and Sunday, which made it impossible for buses on the two lanes to turn. As such, the HKPF had set up 12 traffic cones on one of the lanes to prevent parking so that buses could turn. In addition, the HKPF had also set up traffic cones at the turn on Nam Shing Street not long ago. This could definitely reduce illegal parking, but was not a long-term measure against the illegal parking problem. He added that not all road sections were suitable for setting up obstacles like traffic cones. He said that, for instance, if the two existing lanes could cope with the vehicular flow, but the HKPF set up obstacles on one of them, the original vehicular flow would be obstructed. As vehicular flow varied at different time periods, the HKPF had to study in detail before confirming whether it was feasible to set up traffic cones at certain road sections.

255. The Chairman said that if Mr. Nick LAM would like to name the road sections that required the HKPF's extra attention, he could contact the HKPF after the meeting.

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

256. Mr. Peter AU went through TPDC Paper No. TT 96/2020.

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

- (i) Although the TD's reply was sloppy, in which the services of minibus routes 21A, 502 and 25B, for example, were not mentioned, it was more detailed than the previous ones. However, he asked the department to provide supplementary information on the above minibus routes so that he could provide more specific justifications when explaining to villagers.
- (ii) According to the Annex to the TD's reply, the occupancy rate of bus route 73 was about 55% when it arrived at Wai Tau Tsuen stop during the morning peak hours. In this connection, he asked whether this figure meant that (1) the passengers getting on the bus at Wai Tau Tsuen stop accounted for 55% of the total occupancy rate of the above bus route; or (2) the above bus route had an occupancy rate of only 55% when it arrived at Wai Tau Tsuen stop, and residents could still get onboard at Wai Tau Tsuen stop. If the TD was referring to case (2), he had doubts about it. In addition, the TD carried out a survey in January 2020 on the occupancy rate of bus services running on Tai Wo Service Road West. In this connection, he suggested the department carry out another survey in December 2020 for Members' comparison.
- (iii) In light of the serious illegal parking problem on Lam Kam Road, he suggested the TD construct a metered carpark on part of Lam Kam Road where the TD had originally proposed to build a public transport interchange (i.e., the original location of the bus stop shown in TPDC Paper No. WGIR 5/2019, or Kau Liu Ha next to Lam

Kam Road). The area concerned was wide enough for three lanes. If it was converted to a metered carpark, a lot more parking spaces could be provided to cope with the parking demand of Lam Tsuen. Although the area concerned was not located at the entrance to Lam Tsuen, Lam Tsuen residents could simply park their vehicles there and then change to other short-haul transport to return to their homes in Lam Tsuen. In addition, the metered carpark could also cope with the parking demand of Lam Tsuen Wishing Square during Lunar New Year. Meanwhile, he would also like to continue to follow up on this suggestion in this agenda item.

258. Mr. YAM Kai-bong said that during previous inspections, the TD's engineers had mentioned the proposed road widening works between Kadoorie Farm on Lam Kam Road and Shek Kong Roundabout. He indicated that the road section at Shek Kong Roundabout was too narrow for longer buses to travel on it. If the department's engineers could not report on the works progress at this meeting, he would like them to do so at the next meeting. Although the works involved the area under the purview of Yuen Long District Council, the road section concerned was also an access way connecting Tai Po and Yuen Long. Besides, after the works were completed, buses with higher passenger capacity could be deployed as soon as possible. As such, he was highly concerned about the progress.

259. Mr. PANG Hiu-fung said that the works mentioned by Mr. YAM Kai-bong was under the purview of HyD. The HyD was supposedly carrying out an environmental impact assessment at present, and works details could only be drawn up after the completion of assessment. He believed that if the works were implemented, the departments concerned would consult the DC in a timely manner. In addition, the TD would consider Mr. Richard CHAN's proposal to build a carpark at the proposed roundabout on Lam Kam Road, and would work with Mr. Richard CHAN after the meeting to look into ways to follow up on the matter.

260. Mr. Peter AU said that the TD would revise the department's reply in accordance with Mr. Richard CHAN's comments, and provide supplementary information at the next meeting.

261. The Chairman asked what the occupancy rate at Wai Tau Tsuen stop referred to in the Annex to the TD's reply.

262. Mr. Peter AU said that the TD, using the occupancy rate provided by KMB, calculated the occupancy rate of that bus route concerned when it left Wai Tau Tsuen stop.

263. Mr. CHAN Chung-yi said that the occupancy rate concerned was the data before the epidemic broke out in January 2020. Therefore, KMB could carry out inspections with Members to find out the current occupancy rate in the post-epidemic times where necessary.

264. Mr. YAM Kai-bong indicated that in the past if works in other districts might affect the traffic

in Tai Po District, the departments concerned would explain to TPDC Members or carry out consultations. In this connection, if the departments concerned were studying the afore-mentioned road widening works, he wondered whether Mr. PANG Hiu-fung or his relevant colleagues could be invited via the Secretariat in the future to brief Members on the details of the studies.

265. Mr. PANG Hiu-fung said that the HyD was conducting an environmental impact assessment in relation to the afore-mentioned road widening works. Detailed design work could only commence after the assessment was completed. In this connection, he would ask the HyD's engineers about the progress and remind them to consult the TPDC about the widening works by then.

#### **XIV. Report of working group**

266. Mr. YAM Kai-bong reported that the WGBM held its second meeting in 2020 on 9 October 2020 to continue to discuss the public bus and minibus services in Tai Po District. The WGBM had put forward views on regular discussion items, including the transport services in Pak Shek Kok, airbus services in Tai Po District, as well as bus routes W3, 74D and 307/907B/C. The WGBM hoped that the TD and KMB would look into ways to allocate more resources to the operation of route 907B/C so as to improve the inadequate cross-harbour routes in Tai Po District. In addition, the WGBM had also put forward views on other bus routes, such as 74B, T74 and 264R. It had also discussed ways to improve bus stop facilities, bus service delays and section fare arrangements, etc. At the meeting, WGBM Members had reported on the services of various minibus routes in Tai Po District, such as 21K, 28B and NR532. The WGBM would continue to follow up on the public bus and minibus services in Tai Po District.

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

- (i) WGBM Members had discussed bus route N271 at the above-mentioned meeting. He said that he would not agree with the afore-mentioned bus route adjustment unless its service frequency would be changed to one departure every 21 minutes or less after the adjustment. According to the online consultation he had conducted recently, he knew that residents had various views on the above route, including: (1) two additional departures should be provided for bus route 271S to serve residents in Tai Wo and Old Market; (2) only Pak Shek Kok route, instead of Tai Wo route, should be added to bus route N271; (3) additional green minibus routes should be provided between Kowloon and Tai Po, covering Pak Shek Kok and areas that were not covered by bus route N271 and red minibuses at present; and (4) special departures should be provided for bus route N271.
- (ii) Although the consultation period for the service adjustment of bus route N271 was

not over yet, he would also like to put forward the above views at this meeting. Details would be set out in the consultation paper.

- (iii) He hoped that the TD would pay attention to the insufficient public transport services in various places such as Fu Heng Estate and Pak Shek Kok.

268. Mr. LAU Yung-wai said that regarding the service adjustment of bus route N271, many residents did not want a new Tai Wo stop before arriving at Fu Heng or Tai Po Centre stops so as not to affect the existing passengers. However, he said that when Ms. Olive CHAN suggested adding Tai Wo stop to bus route N271 in the first place, the purpose was to use Tai Wo as the terminus of bus route N271 just like bus route 271S, instead of adding an en-route stop, so as not to affect the existing passengers. In this connection, he would like the TD and KMB study the feasibility of setting up the terminus of bus route N271 in Tai Wo. However, he opined that the current bus departure schedule should not be lengthened regardless of whether additional routes were provided.

269. Mr. YAM Kai-bong said that Members had received the consultation paper from the TD via the TPDO regarding the service adjustment of bus route N271, and Tai Po residents had also put forward various views in this regard. If Members could not reach a consensus as to whether to adjust the services of bus route N271, he suggested discussing matters such as service frequency, routing and journey time at WGBM meetings first. Meanwhile, the TD and bus company could also elaborate the adjustment at the meeting. When Members had a better understanding of the service adjustment, they could decide what arrangements should be made. He opined that even if the service adjustment of bus route N271 was necessary, it should not be carried out hastily. Therefore, he suggested discussing the issue at the WGBM in an in-depth manner by studying the operation and possible impact before deciding whether to make the adjustment.

270. Mr. Nick LAM opined that no Members would agree to reduce the service frequency of bus route N271 to one departure every 25 minutes. As such, he suggested the TD and KMB study the possibility of changing the service frequency to one departure every 15 to 20 minutes. Regarding the current proposal that bus route N271 should detour to Pak Shek Kok, additional bus stops had to be added to the route. Therefore, he found it necessary to look into the relevant data and cancel the stops that were less frequently used so as to reduce the overall journey time. In addition, as it was difficult to anticipate whether the response would be positive after the service adjustment, he suggested considering providing special departures on a trial basis. For example, some buses would travel along the original route and others along the new one, so as to find out the effectiveness of service adjustment.

271. Ms. Olive CHAN said that she had earlier suggested adjusting the services of bus route N271 by referring to the routing of bus route 271S, as no overnight bus services were available to the residents in her constituency (Tai Wo). As the service adjustment of bus route N271 would affect the residents in the entire Tai Po District, she agreed with Mr. YAM Kai-bong's suggestion that the

issue should be discussed in detail at the WGBM.

272. Mr. HO Wai-lam agreed that the service adjustment of bus route N271 should be discussed at the WGBM. However, he found it necessary to allocate new bus resources to serve Tai Po residents, instead of adding more stops to bus route N271 which had a lot of stops already. He believed that bus drivers would be mentally exhausted to drive along a route with so many stops.

273. The Chairman said that the service adjustment of bus route N271 would continue to be discussed at the WGBM.

274. Mr. Peter AU said that the TD was conducting district consultation on the service adjustment of bus route N271 via the departments concerned. The department would carefully consider the views of stakeholders before making a decision, and he would also listen to everyone's views at the WGBM meeting.

## **XV. Any other business**

(TPDC Papers No. TT 92/2020 and No. TT 93/2020)

275. The Chairman said that Mr. MAN Nim-chi, the Vice-chairman, and Mr. SO Tat-leung had not submitted the papers, namely TPDC Papers No. TT 92/2020 and No. TT 93/2020, 10 clear working days before the meeting. However, he green-lighted a preliminary discussion at this meeting as there was still time for discussion.

### **(1) Replacing the road lights in Tai Po District with LED road lights**

276. Mr. MAN Nim-chi, the Vice-chairman, went through TPDC Paper No. TT 92/2020.

277. Mr. CHENG Wun-chee responded as follows:

- (i) The road lights on Chung Nga Road in Tai Po between Sacred Heart of Mary Catholic Primary School and the bus terminus at Fu Heng Estate had been replaced by LED road lights
- (ii) The HyD's Lighting Division had given priority to Tai Po Tai Wo Road, On Cheung Road, On Chee Road and the remaining part of Chung Nga Road as the road sections to be incorporated into the LED Public Lighting Replacement Scheme in 2021, so as to launch the preliminary work as soon as possible. Upon completion of the preliminary design work, the contractor would arrange for the procurement of LED road lights and the subsequent installation work. It was expected that the LED road

lights replacement works would begin in late 2021.

- (iii) The HyD had replaced some 2 000 road lights with LED road lights since 2017. Meanwhile, the department also planned to gradually replace the road lights along Tai Po Road – Ta Wo and both sides of Lam Tsuen River, namely the pedestrian ways between Tai Po Garden and Kwong Fuk Estate, starting from early 2021.

278. Mr. Richard CHAN asked the HyD about the arrangements for the LED road lights replacement in the entire Tai Po District, and the exact location of Tai Po Road – Ta Wo and both sides of Lam Tsuen River, namely the pedestrian ways between Tai Po Garden and Kwong Fuk Estate.

279. Mr. AU Chun-ho asked whether the HyD would implement the LED road lights replacement in the entire Tai Po District. If yes, could the HyD provide a timetable for Members? In addition, he opined that the department's arrangements for the LED road lights replacement were somewhat all over the place rather than focused on certain areas. In this connection, he asked the department about the planned arrangements.

280. Mr. CHENG Wun-chee said that the LED road lights replacement was undertaken by the staff of the HyD's Lighting Division. As such, he would relay Members' enquiries to the staff concerned and ask them to take follow-up actions.

281. The Chairman asked the HyD's representative to provide the Secretariat with the timetable of the LED road lights replacement in Tai Po District after the meeting for Members' reference. He also asked him to invite the staff of the HyD's Lighting Division to send officers to attend the meeting for a detailed discussion.

## **(2) Request to improve the traffic conditions on Ting Kok Road**

282. Mr. SO Tat-leung went through TPDC Paper No. TT 93/2020.

283. Mr. Matthew WONG responded as follows:

- (i) The TD had noted Mr. SO Tat-leung's views.
- (ii) According to the TD's preliminary observation, there was still remaining capacity at the road section of Ting Kok Road near Tai Mei Tuk Road. However, due to the recent epidemic, more members of the public went to the countryside during holidays, leading to heavier traffic at the above road section. The HKPF would maintain traffic order and take law enforcement actions according to the traffic conditions, whereas the TD would continue to monitor traffic conditions.

- (iii) The TD was preparing for the Tai Po District Traffic and Transport Study. He expected that the study would begin in the first quarter of 2021, but the actual date depended on the tender progress. The TD would relay Mr. SO Tat-leung's views to the consultancy, which would consider ways to improve the traffic on Ting Kok Road from the professional perspective.
- (iv) During the inspection with Mr. SO Tat-leung, he would study the views on cycle tracks as well.

284. The Chairman said that the TPDC had been suggesting ways to improve the traffic conditions on Ting Kok Road in the past decade or so, not because the new Lung Mei Beach would open soon. However, as the departments concerned had never considered the views put forward long time ago, he found it difficult to implement the improvement measures in a short period of time. As Lung Mei Beach would open in 2021, had the TD drawn up any contingency measures to cope with the congestion at the beach in summer or on holidays after its opening?

285. Mr. Matthew WONG opined that it would be more appropriate for the departments responsible for the works at Lung Mei Beach to respond to the Chairman's enquiries.

286. The Chairman asked whether the departments concerned did not work with the TD to look into the contingency measures.

287. Mr. Matthew WONG opined that as he did not have the relevant information at present, and the contingency measures were drawn up by the departments concerned, it would be more appropriate for them to reply.

288. Mr. SO Tat-leung believed that a traffic impact assessment had been carried out before the works at Lung Mei Beach were launched. However, Lung Mei Beach would be partially opened on 1 December 2020 and fully opened on 1 April 2021. In this connection, he asked whether any department would look into the actual traffic flow after the opening and draw up contingency measures as regards the potential traffic problems as soon as possible.

289. The Chairman opined that the additional visitor flow would emerge only after Lung Mei Beach was officially opened. As the area to be opened soon was only the carpark of the beach, he suggested contacting the Leisure and Cultural Services Department ("LCSD"), TD and TPDO in the name of the TTC after the meeting to follow up on the opening of Lung Mei Beach.

290. Mr. SO Tat-leung understood that Lung Mei Beach would not be officially opened until April 2021. However, the Planning Department had proposed the development in Tung Tsz today, and he speculated that the department would soon propose an interim housing development in Wong Yue Tan, which would also affect the traffic. That was why he proposed this agenda item at this meeting

in advance.

291. The Chairman suggested continuing to discuss this agenda item at the next meeting, and asked the LCSD and TD to send officers to attend the meeting.

**(3) Latest progress of the proposal to provide new bus routes**

292. Ms Olive CHAN asked about the latest progress of Members' proposal to provide new bus routes, including whole-day services between Tai Po District and Hong Kong Island East, between Tai Po District and Tseung Kwan O, between Tai Po District and Kwai Chung, as well as between Tai Po District and Tuen Mun.

293. Mr. Peter AU noted Ms. Olive CHAN's views above, and would relay her views to the relevant staff of the TD.

294. Mr. TANG Ching-kit said that the new routes mentioned by Ms. Olive CHAN, including Hong Kong Island East, Tseung Kwan O and Kwai Chung, were generally dealt with in the bus route planning programmes concerned. After KMB had submitted the proposals to the TD, the latter would be responsible for co-ordination and decision-making.

**XVI. Date of next meeting**

295. The Chairman announced that the next meeting would be held at 9:30 a.m. on 8 January 2021 (Friday).

296. There being no other business, the meeting was adjourned at 6:09 p.m.

Tai Po District Council Secretariat  
December 2020