

Minutes of the 3rd Meeting in 2020
of the Traffic and Transport Committee
of Tai Po District Council

Date: 25 May 2020 (Monday)
Time: 9:31 a.m. – 6:20 p.m.
Venue: Conference Room, Tai Po District Council (“TPDC”)

<u>Present</u>	<u>Time of Arrival</u>	<u>Time of Withdrawal</u>
<u>Chairman</u>		
Mr. KWAN Wing-yip	Beginning of the meeting	End of the meeting
<u>Vice-chairman</u>		
Mr. MAN Nim-chi	Beginning of the meeting	End of the meeting
<u>Members</u>		
Mr. AU Chun-ho	Beginning of the meeting	End of the meeting
Mr. AU Chun-wah	2:53 p.m.	End of the meeting
Mr. CHAN Chun-chit, Richard	Beginning of the meeting	End of the meeting
Ms. CHAN Wai-ka, Olive	9:36 a.m.	End of the meeting
Mr. CHOW Yuen-wai	Beginning of the meeting	End of the meeting
Mr. HO Wai-lam	Beginning of the meeting	6:18 p.m.
Mr. LAM Ming-yat, Nick	9:40 a.m.	End of the meeting
Mr. LAM Yick-kuen	Beginning of the meeting	6:19 p.m.
Mr. LAU Yung-wai	9:36 p.m.	3:28 p.m.
Mr. LIN Kok-cheung, Dalu	Beginning of the meeting	End of the meeting
Mr. SO Tat-leung	Beginning of the meeting	End of the meeting
Mr. TAM Yi-pui	9:48 a.m.	1:46 p.m.
Mr. WONG Siu-kin	Beginning of the meeting	5:00 p.m.
Mr. WU Yiu-cheong	9:48 a.m.	End of the meeting
Mr. YAM Kai-bong	Beginning of the meeting	End of the meeting
Mr. YIU Kwan-ho	9:38 a.m.	End of the meeting
Mr. YIU Yeuk-sang	Beginning of the meeting	End of the meeting
<u>Secretary</u>		
Ms. SY Ling-ling, Phoebe	Beginning of the meeting	End of the meeting
Executive Officer (District Council) 1 / Tai Po District Office (“TPDO”) / Home Affairs Department (“HAD”)		

In Attendance

Mr. LI Yiu-ban, BBS, MH, JP	TPDC Member
Ms. LEUNG Wing-yin, Tiffany	Assistant District Officer (Tai Po) / TPDO / HAD
Ms. MA, Flora	Senior Transport Officer / Tai Po / Transport Department (“TD”)
Ms. SO Pui-man, Coco	Transport Officer / Tai Po 1 / TD
Ms. LEE Wing-sum, Summer	Engineer / Tai Po 1 / TD
Mr. LAM Tack-ho, Alex	Engineer / Tai Po 2 / TD
Mr. PANG Hiu-fung	Engineer / Tai Po 3 / TD
Mr. CHENG Wun-chee	District Engineer / Tai Po (1) / Highways Department (“HyD”)
Mr. NG Yu-ting, Ivan	Engineer 2 / Tolo Highway / HyD
Ms. SO Pui-yin	Assistant Housing Manager / Tenancy (Tai Po, North, Shatin 7) 2 / Housing Department
Mr. YUNG Chung-bun, Thomas	Deputy Project Team Leader / Civil Engineering and Development Department (“CEDD”)
Mr. TAM Kin-sang, Sam	Senior Engineer / 13 (North) / CEDD
Ms. MAK Pui-yan	Engineer / 19 (North) / CEDD
Ms. LI Hok-ye	Engineer / Projects 3C / CEDD
Mr. FAN Wai-ho	Operations Officer / Tai Po Police District / Hong Kong Police Force (“HKPF”)
Mr. TSUI Yik-fuk	Sergeant / Traffic Wing / Tai Po Police District / HKPF
Mr. LIU Wah-kei, Rob	District Manager / Operations (New Territories East) / Kowloon Motor Bus Company (1933) Limited (“KMB”)
Mr. TAM Tsun-hei, Jeff	Manager / Public Affairs / KMB
Mr. KUNG Wing-chun	Manager (Acting) / Operations / KMB
Mr. TANG Ching-kit	Assistant Manager / Transport Planning / KMB
Mr. CHAN Chung-yi	Assistant Officer / Planning and Development / KMB
Mr. YONG Chak-cheong, Billy	Public Relations Manager (Projects & Properties) / MTR Corporation Limited (“MTRCL”)
Mr. LEUNG Man-tik	Assistant Public Relations Manager (External Affairs) / MTRCL
Mr. LEUNG Hoi-fun, Terence	Associate Director / Deputy Project Manager / Ove Arup & Partners Hong Kong Limited (“Ove Arup”)
Mr. WONG Chi-hoi, Jason	Senior Engineer / Project Coordinator / Ove Arup
Ms. LAI Cheuk-yan, Sabrina	Public Relations Officer (Projects) / Ove Arup
Mr. LEUNG Man-him, Eric	Senior Resident Engineer / Hyder-Arup-Black & Veatch Joint Venture
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 welcomed Mr. LI Yiu-ban to attend this meeting.

I. Arrangements for the conversion to nine-car trains on the East Rail Line **(TPDC Paper No. TT 27/2020)**

2. The Chairman welcomed Mr. YONG Chak-cheong, Billy and Mr. LEUNG Man-tik, Public Relations Manager (Projects & Properties) and Assistant Public Relations Manager (External Affairs) respectively of the MTRCL to attend the meeting for the discussion of this agenda item.

3. Mr. Billy YONG outlined the captioned paper.

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

- (i) He opined that the written reply and introduction provided by the MTRCL regarding the arrangements for the conversion to nine-car trains on the East Rail Line (“ERL”) were too brief.
- (ii) Members were concerned about the arrangements for the combined use of nine-car trains and 12-car trains, and how the two would be connected. Although there were different markings on the platforms at present to indicate where nine-car and 12-car trains would stop, what measures would be put in place to make it convenient for passengers to wait for trains with different number of cars?
- (iii) He asked whether the new signal system could work with the combined use of the two train models. Most residents in New Territories East (especially the vicinity of Tai Po, Sheung Shui and Fanling) went to the urban areas by the ERL. Given the extremely large number of passengers on the ERL at present, the combined use of the two train models might cause the new signal system to break down. He would like the MTRCL to answer what measures and related supporting facilities would be put in place to facilitate the combined use of the two train models.
- (iv) He asked whether the TD and the bus company concerned would adopt any measures, such as enhancing bus services, in response to a smaller carrying capacity of the ERL due to the conversion to nine-car trains when the original signal system was in use. He was worried that if the number of passengers on the ERL remained unchanged, ERL trains would be crowded. However, if passengers switched to buses, the existing bus services might not be able to cope with the increased number of passengers.

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

- (i) He opined that the content of the captioned paper was too general, and similar content had also been put up on the MTRCL's official website. Therefore, he hoped that the MTRCL would submit a paper in greater detail in the future to supplement the information concerned, including the estimated number of passengers and the arrangements for the combined use of nine-car and 12-car trains.
- (ii) He asked how the MTRCL estimated the carrying capacity after the conversion to nine-car trains on the ERL, and whether it could provide the data concerned.
- (iii) The MTRCL believed that Tuen Ma Link Phase 1 could help divert passengers without affecting them very much. However, he pointed out that passengers changing to Tuen Ma Link had to go to Tai Wai Station. Therefore, the arrangement could neither divert the passengers between Lo Wu Station and Tai Po Market Station, nor ease the overcrowding on nine-car trains.
- (iv) He asked whether the MTRCL would adopt any measures to ease the overcrowding at Tai Po Market Station and Tai Wo Station.
- (v) Although the MTRCL had tested the new signal system of the ERL, he asked whether it would adopt any measures to ensure that the public could use the ERL services safely, given that an incident which had occurred during a new signal system test a year ago had led to a train collision in Central Station.

6. Mr. MAN Nim-chi, the Vice-chairman, doubted the claim that the ERL could still maintain a sufficient carrying capacity to cope with the current number of passengers after the conversion to nine-car trains. According to his calculations, the carrying capacity after the conversion to nine-car trains would decrease by about 33%. As such, he asked the MTRCL to provide the data and train schedules concerned to prove that it could still maintain or even increase the carrying capacity after the conversion to nine-car trains.

7. Mr. LAU Yung-wai asked the MTRCL to provide the carrying capacity of 12-car ERL trains at present, especially during peak hours, and the estimated carrying capacity per hour after the conversion to nine-car trains. The MTRCL had stated that the new system would enable the nine-car trains to maintain the original carrying capacity. However, he did not understand how the MTRCL could use only one signal system to handle the services of two train models while maintaining the original carrying capacity. In addition, due to the different door positions of the two train models, the combined use could cause confusion easily. It would also be unfair to passengers, especially during peak hours. He asked how the MTRCL would deal with this situation. In addition, the MTRCL mentioned in the captioned paper that it had considered the impact of Wuhan pneumonia. However, he opined that the epidemic was only a short-term incident and should not be regarded as one of the factors for the estimation of the latest carrying capacity.

Nonetheless, Tuen Ma Link Phase 1 could only divert passengers at Tai Wai Station, without easing the situation at the MTR stations in Tai Po District. If a train was already full at Sheung Shui Station, the residents near Tai Po Market Station and Tai Wo Station would not be able to get on board. Therefore, Tuen Ma Link Phase 1 would not help divert passengers. He asked whether the MTRCL had drawn up any measures to resolve the problems concerned.

8. Mr. CHOW Yuen-wai believed the MTRCL would responded that after the introduction of the new signal system, more frequent train services could be provided, and therefore the nine-car trains could maintain the original carrying capacity. However, he said that every nine-car train would certainly have a first-class compartment, which was used by very few passengers though. Therefore, the MTRCL should not include the carrying capacity of first-class compartments when calculating carrying capacity. Otherwise, the result would be misleading. He asked the MTRCL to respond how the carrying capacity of the nine-car trains would change if the carrying capacity of first-class compartments was excluded? If the carrying capacity decreased, what measures would the MTRCL take in response?

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

- (i) She opined that the captioned paper was too brief.
- (ii) The MTRCL stated that it would help passengers get used to the arrangements for the conversion to nine-car trains on the ERL by putting up prominent signs, broadcasting clear station announcements and increasing manpower. She indicated that there was one staff member at each train door position at present. In this connection, she asked how many additional staff members would be deployed when the MTRCL combined the two train models.
- (iii) Tai Wo Station was not spacious, and there was only one entrance connected to the Kowloon-bound platform. Therefore, if there were too many passengers waiting, the entrance to the platform would be congested. In this connection, she asked what measures the MTRCL had in place to divert passengers. She opined that even if the MTRCL increased manpower, it will be difficult to deal with the chaos and congestion when the two train models were combined.
- (iv) She asked whether the MTRCL could install information display boards on the platforms of each station, instead of relying on station announcements alone, to show the number of train cars.
- (v) She opined that the MTRCL should provide quality services to ensure that the nine-car trains could operate smoothly once they were put into service.
- (vi) The MTRCL stated that it would adjust train services as required to deal with overcrowding. In this connection, she asked about the specific arrangements for train service adjustments, and ways to meet the transport needs of passengers at Tai

Wo Station.

10. Mr. Billy YONG responded as follows:

- (i) The MTRCL would adopt various measures to help passengers get used to the arrangements for the conversion to nine-car trains on the ERL. For instance, it had put up signs at the stations to show the door positions of 12-car and nine-car trains in green and blue respectively. In addition, the MTRCL would also improve platform announcements to inform passengers about the number of train cars for the next train, and would show the number of train cars on the electronic display boards on the platforms. It would also deploy additional staff to assist passengers at the platforms and stations. Furthermore, the MTRCL would invite Members to inspect the new trains and the arrangements for the above measures at the stations.
- (ii) Some years ago, the MTRCL had started to work on the new signal system, including the installation of equipment for the new signal system and the provision of relevant supporting facilities at platforms and stations. Upon the completion of the work concerned, the MTRCL had tested the new signal system in phases. First, it carried out static tests, which tested the new signal system and the train control centre when the train was not in motion. Subsequently, tests were carried out on different road sections before a full-line test was eventually conducted. The MTRCL would ensure that the procedures and results of each test met the MTRCL's requirements and the standards set by the Government, before proceeding to the next stage of testing. The testing of the new signal system had entered the final stage.
- (iii) After the incident during the new signal system test on Tsuen Wan Line a year ago, the MTRCL had suspended the tests on the ERL, and re-examined the installation of the new signal system and all test procedures to ensure that all the procedures complied with the safety standards and the requirements set by the MTRCL. Subsequently, the tests were resumed in phases.
- (iv) The installation of large-scale signal systems involved complex construction works. Therefore, although the MTRCL would ensure that every item and procedure met the safety standards, it could not rule out any integration problems that arose when the new signal system was put into service, such as poor operation that affected services. However, the MTRCL's engineering team and operation team would make every effort to minimise these problems.
- (v) The MTRCL anticipated that the nine-car trains could provide sufficient carrying capacity at the initial stages of operation. This estimation was based on the decrease in the number of passengers due to the epidemic. The MTRCL understood that the epidemic had stabilised gradually in recent days, and schools were about to resume. Therefore, it would keep in view the carrying capacity to ensure that the trains could

accommodate the passengers at different hours. Tuen Ma Link Phase 1 had managed to divert passengers. Upon its full commissioning in 2021, the effect of the diversion would be more noticeable.

- (vi) He understood that Members were more concerned about the arrangements at Tai Wo Station and Tai Po Market Station. As such, the MTRCL would review the situation concerned and arrange for special departures to depart from the district to Kowloon when necessary. During the morning peak hours, most passengers travelled from the New Territories to Kowloon (i.e., from Tai Wai Station to Kowloon Tong Station). The MTRCL would adjust its train services as required, such as arranging for special departures or empty trains to depart from the district or en-route stations to pick up passengers.
- (vii) The MTRCL would provide relevant instructions at platforms and stations wherever possible according to passengers' needs. He could explain the arrangements to Members when they inspected the stations in the future.

11. The Chairman said that Mr. Billy YONG did not provide any specific data on issues that aroused more concern among Members, such as whether the nine-car trains could cope with the passenger volume during peak hours. In addition, he asked whether Members could carry out the inspection at the station before the nine-car trains commenced operation, as the MTRCL had publicly stated that the service concerned would commence in late June. In addition, some questions remained unanswered, such as whether the nine-car trains still had first-class compartments, and the percentage of nine-car trains to all the trains per day when the MTRCL conducted the tests.

12. Mr. Billy YONG understood that passengers were worried that the nine-car trains would not have enough carrying capacity, and they had no idea about the actual operation arrangements for the nine-car trains. In this connection, the MTRCL would enhance train frequency during peak hours wherever possible. In addition, as the conversion to nine-car trains would take up to one and a half years, the MTRCL would, subject to the actual situation, deploy 12-car trains to pick up passengers who travelled from the New Territories to Kowloon during the morning peak hours, thus allowing them to get used to the arrangements in a gradual manner. The MTRCL had earlier told the media that the nine-car trains were expected to commence operation in mid-2020, but the actual commencement date had not been confirmed yet. Once the date had been confirmed, he would inform Members as soon as possible. The first-class compartments would remain on the nine-car trains, as past data showed that passengers had a certain demand for them. In addition, the compartments concerned would also have a new design, which would make the journey more comfortable for passengers. There would be a total of 37 nine-car trains on the ERL, and eight of them would be put into service in the first phase. However, the train arrangements concerned had not been confirmed yet.

13. Mr. MAN Nim-chi, the Vice-chairman, said that the content of the captioned paper was way too brief to answer Members' questions about the arrangements concerned. He asked about the change in the carrying capacity of MTR trains after three cars had been taken away, the reduction in the number of passengers due to the epidemic and social movements, and the number of passengers per year after the commissioning of the Shatin to Central Link ("SCL"). He did not understand why the MTRCL only stated that it would arrange for 12-car trains to pick up passengers heading to Kowloon during peak hours, but never mentioned the carrying capacity during the hours concerned. In addition, he also asked whether the MTRCL would also arrange for 12-car trains to return from Kowloon during peak hours. He opined that the MTRCL definitely had the relevant supporting data before deciding to switch to nine-car trains on the ERL. In addition, apart from the lack of information for answering other questions raised by Members, such as when platform screen doors would be installed at the MTR stations in the district, the MTRCL also failed to explain clearly to Members the issues relating to the conversion to nine-car trains, but only indicated that it would explain the details on the day of inspection. He said that it was difficult for residents at Tai Po Market Station, Tai Wo Station and University Station to board the train heading to Kowloon during the morning peak hours starting from, for example, 7:45 p.m. Although Tuen Ma Link Phase 1 had slightly diverted passengers, the trains were still very crowded. According to his calculations, after the conversion to nine-car trains, the carrying capacity of the trains would decrease by 33%. As such, he asked whether the MTRCL would enhance the service frequency by 33% to maintain the original carrying capacity.

14. Mr. LAU Yung-wai could not accept that the MTRCL did not provide any data on the nine-car trains, such as train schedule arrangements, and the carrying capacity and safety parameters at present and in the future after the trains had commenced full operation. He opined that if the MTRCL could not provide the data concerned, it could not prove that the carrying capacity of the nine-car trains could meet the needs of passengers, and it would be difficult to test the new signal system. Even if the MTRCL could arrange for special departures to travel directly from Tai Po Market Station to Kowloon during peak hours, such service arrangements were not applicable to Tai Wo Station as it had only one entrance connected to the Kowloon-bound platform, which was especially crowded during peak hours. The combined use of the two train models would make the platform even more chaotic and crowded, and it was not something that could be resolved by simply deploying additional MTR staff to the platform to divert passengers. In addition, as the door positions of the two train models were different, passengers might stand at a wrong position when waiting for the train. As such, he asked what measures the MTRCL would take to resolve this problem. He opined that the MTRCL had to respond in specific terms, rather than just stating that the problems could be resolved. In addition, Tuen Ma Link Phase 1 could only divert passengers at Tai Wai Station, but not those at Tai Po Market Station and Tai Wo Station. Therefore, he asked what measures the MTRCL would take to deal with the passengers at those two stations.

15. Mr. AU Chun-ho opined that when the MTRCL used the new signal system, there would be major breakdowns. Therefore, he asked what resources the MTRCL had, such as how many vehicles could be deployed, to pick up the affected passengers. In addition, he also asked when the MTRCL would install platform screen doors at the MTR stations in the district, as the works concerned had been delayed for a long time.

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

- (i) The reply that had just been given by Mr. Billy YONG was basically the same as the content of the MTRCL's press release dated 16 April 2020.
- (ii) The MTRCL had admitted in April that the actual carrying capacity would decrease after the conversion to nine-car trains. As such, he asked Mr. YONG what the carrying capacity was, and whether the MTRCL could provide one departure every two minutes after upgrading the signal system.
- (iii) He opined that the MTRCL did not provide any specific data to prove that the conversion to nine-car trains could maintain the original carrying capacity. As such, he suggested KMB be prepared to enhance bus frequencies to cope with the passenger volume that the MTRCL could not accommodate.
- (iv) He opined that the MTRCL seemed to hope that the epidemic could reduce the number of passengers, so as to resolve the problem of insufficient carrying capacity after the conversion to nine-car trains.
- (v) Given that the MTRCL would like to implement the plan, it should have an estimate of the carrying capacity after the conversion of trains. He pointed out that the current carrying capacity of 12-car trains was already insufficient to cope with the passenger volume at Tai Po Market Station, not to mention the situation after the conversion to 9-car trains. If the MTRCL believed that there was not any problem, he asked the MTRCL to provide data as evidence or explain the solutions.
- (vi) The MTRCL could not answer how to instruct passengers to queue up at the door positions of the two train models respectively. When the two train models were combined, the queueing situation would definitely be very chaotic.
- (vii) He asked the MTRCL to clarify which stage the test of the ERL's new signal system was undergoing at present.
- (viii) He considered it inappropriate for Mr. YONG to describe the previous accident relating to the MTRCL's new signal system test as an "incident". The accident concerned was negative in nature, but Mr. YONG described it as nothing more than an "incident". As such, he could hardly believe that the MTRCL could cater for the transportation needs of the residents.

17. Mr. Billy YONG responded as follows:

- (i) The door positions of 9-car trains and 12-car trains were indeed different, but not by much. The doors of 12-car trains were closer to the middle of the trains, whereas the doors of 9-car trains were more evenly distributed than those of 12-car trains, with some doors located somewhere between two trains to allow passengers to get on and off the trains more smoothly and to maximise the use of compartment space. The MTRCL would also mark the areas for 12-car and nine-car trains on the platform. It would also show the number of train cars on the electronic display board on the platform, informing passengers about the number of cars for the next train. In addition to informing passengers about the number of train cars via station signage, platform announcements and electronic display boards at the stations, the MTRCL would also deploy additional staff to assist passengers so that they would not wait for the train at wrong positions.
- (ii) The installation of the platform screen doors was part of the SCL project. As the conversion to nine-car trains on the ERL would be undertaken gradually in mid-2020 and was expected to be completed in one and a half years, and the door positions of nine-car trains and 12-car trains were different, the MTRCL would wait until the complete conversion to nine-car trains before beginning immediately the installation of platform screen doors to align with the positions of nine-car train doors.
- (iii) The new signal system test had been successfully completed. However, as the nine-car trains had to be compatible with the new signal system, the MTRCL was still conducting tests, which would be completed soon.
- (iv) The Chief of Operating of the MTRCL had said in a press conference in April that the number of passengers on the MTR had decreased, and the carrying capacity of nine-car trains would be smaller than that of 12-car trains. He said that as the existing signal system of the ERL, which had been in use for many years, would soon be overloaded, the MTRCL had been planning to replace it. Although the current number of passengers on the MTR had decreased due to the diversion of Tuen Ma Line Phase 1 and the epidemic, the MTRCL had not only considered the previous or current number of passengers to make overall planning, but also predicted that the number of passengers would gradually return what it used to be. Therefore, it had reviewed the changes in the number of passengers at this stage to make train service arrangements. In addition, when the new signal system was compatible with the nine-car trains, and after the ERL had extended across the harbour, the new signal system could enhance the train frequency to about one departure every two minutes during peak hours. However, it depended on the actual situation by then, such as the distribution of passengers, busy road sections and peak hours, before making the adjustments. The MTRCL would closely monitor the number of passengers and make appropriate arrangements to ensure that the nine-car trains could cope with the

passenger volume at different hours.

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

- (i) The MTRCL had a comprehensive plan to deal with the situations during the breakdown of the signal system, such as train delays. In case of serious delays, the MTRCL would inform the public and the media immediately, and maintain close contact with the TD. Although the carrying capacity of feeder buses was smaller than that of railways, the MTRCL would still arrange for feeder buses to pick up the affected passengers wherever possible.
- (ii) Regarding the schedule of nine-car trains, the MTRCL would adjust the service frequency when necessary according to the needs of passengers.
- (iii) He understood that during the initial stage when the nine-car trains came into operation, passengers would take time to get used to it and require more instructions. The MTRCL would offer assistance through a number of measures, such as deploying more platform assistants on the platform to provide more information for passengers to get used to the nine-car train arrangements more quickly.
- (iv) In the first half of 2019, the ERL section from Tai Wai Station to Kowloon Tong Station had about 53 700 passengers per hour during the morning peak hours, which took up about 87% of the total carrying capacity of the ERL. The survey was carried out at the busiest section and hours of the ERL. As such, the number of passengers at other sections (including Tai Po Market Station) was less than 87% of the carrying capacity.

19. The Chairman said that Members were most concerned about how residents could board the train at Tai Po Market Station and Tai Wo Station. As many passengers got off at University Station and Fo Tan Station, if the MTRCL only reported the passenger volume and carrying capacity from Tai Wai Station to Kowloon Tong Station, the figures might not be accurate, as the passenger volume and carrying capacity before Tai Wai Station might be greater than the above figures.

20. Mr. Dalu LIN said that as some passengers would get on and off the train at Tai Wai Station, the data could not to respond to Members' questions directly. He asked the MTRCL to provide data relating to the stations in Tai Po District.

21. Mr. LEUNG Man-tik said that the busiest section of the ERL was between Tai Wai Station and Kowloon Tong Station, and that was why he provided data on that section. However, he also understood that passengers might have other views. The MTRCL had noticed that passengers' commuting habits had changed in recent years. They might wait for the next train when the first one was crowded and had no seats available. As such, platform assistants would instruct passengers to move along the platform towards the front or the back of the train for boarding, so as

to make good use of compartments' space.

22. The Chairman hoped that the MTRCL would respond directly how many additional trains could be provided after the conversion to nine-car trains and the use of the new signal system. As the population of New Territories North would continue to grow substantially in the future, he asked the MTRCL to truthfully inform Members how many trains passengers had to wait for before they could get on board during peak hours after the conversion of trains. Answering these questions was better than insisting that the MTRCL could cope with the passenger volume after the implementation of the arrangements concerned. Meanwhile, Members could also understand the actual situation in the future. The data mentioned by Mr. LEUNG Man-tik might be the average number of passengers for the whole day. However, he could not rule out the possibility that passengers had to wait for several trains before they could get on board during the busiest hours. He said that Mr. LEUNG had also told him that the conversion to nine-car trains would definitely bring about short-term negative effects. However, as residents could travel from Tai Po to Admiralty directly by MTR in the future, the inconvenience caused was worthwhile. Therefore, he hoped that the MTRCL would respond in specific terms.

23. Mr. LEUNG Man-tik said that passengers would have to get used to the combined use of nine-car and 12-car trains during the conversion to nine-car trains. However, the MTRCL would also pay attention to the situation. He understood that many passengers got on board at Sheung Shui Station and Fanling Station, making the ERL trains too crowded for the residents at Tai Po Market and Tai Wo. In this connection, the MTRCL would, depending on the situation, specially arrange for southbound ERL trains to depart from Tai Po Market Station during the morning peak hours so as to enhance the frequency of trains heading to Kowloon and ease the overcrowding on the trains.

24. Ms. Olive CHAN said that even if southbound ERL trains were deployed to depart from Tai Po Market Station, they would not help passengers at Tai Wo Station to get on board more easily. She asked whether the MTRCL had plans to arrange for passengers who could not get on board at Tai Wo Station to take the feeder bus to Tai Po Market Station for boarding. In addition, as there was no big difference between the door positions of nine-car and 12-car trains, disputes were more likely to arise among passengers. Therefore, she had asked how much additional manpower the MTRCL would deploy to the platforms to assist passengers in waiting for the train. However, the MTRCL did not reply specifically, which made it difficult for Members to trust the MTRCL. She asked how the MTRCL would prevent passengers from pushing their way onto the train. As it was a hygiene-related issue that aroused the public's concern particularly during Wuhan pneumonia, she would like to know how the MTRCL would resolve it.

25. Mr. HO Wai-lam said that while the MTRCL had applied to the Legislative Council ("LegCo") for additional funding on many occasions, it provided fewer and fewer services for the public. In addition, after the conversion from 12-car to nine-car trains on the ERL, the public would have to wait for several trains before being able to squeeze in. Considering the captioned paper too brief

and unacceptable, he asked for the relevant data.

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

- (i) The MTRCL might believe that there were different reasons for the decrease in the number of passengers, such as the epidemic, fewer visitors under the Individual Visit Scheme ("IVS"), and high unemployment rate. However, with the development of New Territories East and New Territories North (including Queen's Hill), there would be an increase in population. Although the current carrying capacity of the ERL had already fallen short of demand, the MTRCL had not implemented any contingency measures for the conversion to nine-car trains. He opined that the carrying capacity of the trains concerned was insufficient to meet the needs of passengers, and the traffic in New Territories North would come to a standstill.
- (ii) He asked whether the TD and KMB had studied how the public's commuting pattern would change after the conversion to nine-car trains on the ERL.
- (iii) He asked whether the MTRCL had yet to adjust the train movement interval to the minimum in the new signal system while it was gradually switching to nine-car trains at present. The MTRCL told him several years ago that if the new signal system was used with nine-car trains and the old signal system with 12-car trains, and the train movement interval was adjusted to the minimum in both systems, it was found that the new system could slightly increase the number of trains. He opined that the MTRCL had to respond directly whether it would adjust the train movement interval to the minimum in the new signal system to align with the gradual conversion to nine-car trains. He asked how many train cars could be provided in total if this arrangement was made during peak hours. If this arrangement was made during peak hours upon the complete conversion to nine-car trains, how many train cars could be provided? How was it different from the current situation? When the two train models were combined, could the train movement interval be adjusted to the minimum in the signal system?
- (iv) If the carrying capacity increased only slightly after the conversion to nine-car trains, it would not be able to cope with the population growth in the vicinity of New Territories North and University Station, as well as the increased number of IVS visitors and parallel traders. By then, the entire ERL system would definitely be paralysed.
- (v) Although there would be an increase in the number of nine-car trains, he asked whether the increase could make up for the decrease in the number of train cars.
- (vi) The MTRCL believed that after the implementation of the arrangements concerned, problems would be resolved in one way or the other. He, however, did not agree. The public used to be totally confident in the MTRCL's services. However,

following various scandals about the MTRCL, including the cutting of steel bars, project overruns and its attitudes towards social events, the public was very unhappy with the MTRCL. These factors would affect the persuasiveness of the MTRCL's estimate of passenger volume.

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

- (i) He asked whether the TD's representatives had informed the Director of Transport about Members' views on the transport policy of "railway as the backbone" adopted by the department.
- (ii) To his understanding, the carrying capacity of the ERL after the conversion to nine-car trains would drop by about 33%. As such, he asked the MTRCL whether the calculation was correct. If yes, could the MTRCL guarantee that the service frequency of the ERL would be enhanced by 33% throughout the day to make up for the reduction in carrying capacity?
- (iii) He asked about the gauge of the ERL in millimetres; the opening date of Tai Po Market Station and Tai Wo Station; the population growth in Tai Po District estimated by the MTRCL since the opening of these stations; which parts of Tai Po District would have population growth; and the changes in Tai Po District.
- (iv) In light of the SCL project, the MTRCL had suspended the installation of platform screen doors at Tai Po Market Station and Tai Wo Station since 2008, and would not restart it until 2021. He asked how many passengers had fallen onto the track by accident during this period, and which party should be held responsible.

28. Mr. CHOW Yuen-wai asked how many train services would be provided every minute after the train frequency was enhanced by the use of nine-car trains and the new signal system. This data could help calculate the estimated carrying capacity of each train car.

29. Mr. LAM Ming-yat, Nick asked whether the 12-car trains would be used for the ERL at peak hours and nine-car trains at non-peak hours during the initial stages of the conversion to nine-car trains, and whether the door positions of nine-car and 12-car trains were different.

30. Mr. Billy YONG said that during the initial stages of the conversion to nine-car trains, the MTRCL would make every effort to arrange for 12-car trains to travel from the New Territories to Kowloon during the morning peak hours. The door positions of nine-car and 12-car trains were slightly different.

31. Mr. Nick LAM said that the arrangement would easily cause confusion among passengers as it was difficult for them to anticipate whether they could board the train. In addition, as the door positions would vary after the combined use of nine-car and 12-car trains, passengers might have to

walk from the door position of the 12-car train to that of the nine-car train for boarding, during which chaos and disputes might arise.

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

- (i) He opined that the MTRCL was reporting the arrangements concerned to the District Council ("DC") in a perfunctory manner, showing no sincerity in answering Members' questions.
- (ii) The MTRCL only provided the passenger volume and carrying capacity of the ERL from Tai Wai Station to Kowloon Tong Station during the morning peak hours in the first half of 2019, and believed that it had responded to Members' questions about carrying capacity. This approach was unreasonable.
- (iii) The MTRCL also attached little importance to Members' questions. For example, he had just asked how the MTRCL would relieve the congestion at Tai Wo Station. However, the MTRCL had never responded, nor did it mention any measures to cope with the future development of North District. He opined that the MTRCL had to maintain the original service standard of the ERL. In addition, as there would be additional population in the New Territories in the future, the MTRCL also had to consider the relevant data. For example, there would be an additional population of 50 000 in Tai Po District and 100 000 in North District. However, without considering such data, the MTRCL believed that the arrangements for the conversion to nine-car trains could cope with the passenger volume.
- (iv) He considered it absurd that the "Railway Development Strategy 2014" outlined the development plan for heavy rail networks until 2031. In this connection, he asked the TD about its views, or what improvement measures it would draw up for New Territories East (especially Tai Wo Station and Tai Po Market Station in Tai Po District) to deal with the insufficient carrying capacity after the conversion to nine-car trains. He opined that the MTRCL should reflect on and carefully examine how to deal with the issues raised by Members. For instance, he had on many occasions asked how the MTRCL would deal with the chaos and disputes caused by the different door positions upon the combined use of the two train models, which could not be resolved by simply deploying more staff members to provide assistance at the platform.

33. Mr. Billy YONG responded as follows:

- (i) He would provide Members with supplementary information after the meeting regarding the number of additional staff members to be deployed by the MTRCL to assist passengers at the platform.

- (ii) During the combined use of the two train models, the MTRCL would not set the train movement interval to the minimum in the new signal system. After the ERL was extended across the harbour, the MTRCL would make arrangements based on the overall ERL network and the overall operation of the trains. At this stage, the MTRCL would monitor the operation of nine-car and 12-car trains and use them in conjunction with the new signal system, so as to meet passengers' demand at different hours.
- (iii) He understood that Members were concerned about the possible queuing problems arising from the combined use of nine-car and 12-car trains, such as passengers scrambling onto the trains. Apart from implementing the measures mentioned earlier to assist passengers, the MTRCL would also make every effort to arrange for 12-car trains to travel from the New Territories to Kowloon during the morning peak hours, so as to prevent chaos and disputes among the public who failed to board nine-car trains as they had waited at the door positions of 12-car trains. In addition, the MTRCL would also use the electronic display boards on the platform to show information of the next few trains, including the number of train cars. It would also deploy additional manpower to help passengers get used to the arrangements for the conversion to nine-car trains on the ERL.
- (iv) He pledged to launch the installation of platform screen doors as soon as possible after the conversion to nine-car trains was completed.

34. Mr. LEUNG Man-tik said that the MTRCL would keep in view the changes in the number of passengers on the ERL. In light of the increase in passenger volume, community development and special festivals, the MTRCL would also make special arrangements, such as providing overnight train services during festivals.

35. Ms. MA, Flora responded as follows:

- (i) The SCL project and the conversion to nine-car trains on the ERL were large-scale railway projects. After taking account of the railway alignment and other engineering and technical restrictions, the parties concerned decided to use Tai Wai Station as a diversion station. The Railway Branch of the department and the Transport and Housing Bureau ("THB") had been closely monitoring the arrangements for the conversion to nine-car trains on the SCL, and were working with the MTRCL to explore ways to implement them.
- (ii) She understood that it took time for the public to get used to the arrangements for the conversion to nine-car trains on the ERL. However, she also saw that the MTRCL had implemented relevant measures on ERL platforms for controlling passenger queues in the future after the combined use of the two train models.

- (iii) As the positions and arrangements for passengers on the platform to board the train would change after the conversion to nine-car trains, the MTRCL would carry out the works concerned only after the conversion to nine-car trains on the ERL, so that passengers would not be affected twice by the installation of platform screen doors.
- (iv) Whenever the MTRCL launched new railway projects or built new railway stations, the colleagues from the Railway Division of the department and other colleagues would inspect the site before the services were rolled out. They would also provide the MTRCL with suggestions for improvement. At the initial stages of service commencement, the department would also send staff to monitor the situation. Meanwhile, the department's Emergency Transport Co-ordination Centre, which operated 24 hours every day, would maintain liaison with the MTRCL to deal with various incidents and propose contingency measures.
- (v) Some Members were worried that the carrying capacity of buses might be insufficient after the conversion to nine-car trains. In this connection, she said that the existing bus services in Tai Po District would not be affected by SCL project. The department and KMB would also continue to observe the changes in passengers' demand for bus services after the conversion to nine-car trains on the ERL, and would adjust bus services or provide auxiliary routes when necessary to meet passengers' demand.
- (vi) "Railway as the backbone", the main direction of transport development, was a policy formulated by the THB. The Director of Transport also had a clear understanding of the policy. Therefore, she did not have to report it to the department. In addition, the Government had promulgated the findings of the transport study in 1999, which indicated that the transport policies drawn up in the future would make better use of railways, thereby turning them into the backbone of the transport system. Members who wanted to find out the operations and directions of the MTRCL could also refer to the study.

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

- (i) The MTRCL was obviously muddling through its work by sending the public relations manager in charge of properties and projects to attend this meeting.
- (ii) At the initial stages of the conversion to nine-car trains, the MTRCL would still operate 12-car trains during the morning peak hours. It meant that Tai Po residents could not cross the harbor by the ERL during peak hours as 12-car trains did not provide such services.
- (iii) He requested that the TD's representatives still had to forward Members' views to the THB or their superiors. If Ms. MA could not co-ordinate the matters about the conversion to nine-car trains on the ERL, he requested to invite Ms. MA's superior

to attend the next meeting.

- (iv) He opined that the conversion to nine-car trains on the ERL would definitely lead to disastrous consequences. He urged the TD to implement the complementary bus routes as soon as possible and arrange for bus routes bound for the urban area to avoid heading to Kwong Fuk Estate Roundabout en route to Tolo Highway. For example, buses could switch to Nam Wan Road or Tai Wo Road en route to Tolo Highway, or go north via Tai Lam Tunnel. Otherwise, there would certainly be heavy traffic congestion. Therefore, the department should not just wait and see.
- (v) He asked whether the HKPF had drawn up any contingency measures to ensure that ERL incidents would not have too much impact on the traffic in Tai Po District. For example, did the HKPF have any plans to deal with the illegally parked vehicles near Tai Po Market Station and Tai Wo Station or those near Kwong Fuk Road Roundabout so as to ensure smooth traffic on the road?
- (vi) He opined that although the MTRCL had expected disastrous consequences after the conversion to nine-car trains, it did not have any measures to deal with them. Therefore, he said that the HKPF had to draw up contingency measures. He also asked whether the Railway District of the HKPF was still in operation, and whether it could help maintain order at the station during the conversion to nine-car trains.

37. Mr. YIU Yeuk-sang said that the MTRCL's representatives had mentioned that there were about 53 700 passengers per hour on the ERL (from Tai Wai Station to Kowloon Tong Station) during the morning peak hours. From this figure, he projected that a 12-car train could accommodate up to six people standing in each square metre on average, which meant that each 12-car train could accommodate 2 500 people. Therefore, one train had to be provided every three minutes or so, or 22 trains every hour, to carry 53 700 people. However, the MTRCL did not meet such requirements, and provided only 19 trains per hour in reality. Based on the same calculation method, each nine-car train could accommodate 1 700 people, which meant that the MTRCL had to arrange for 32 trains per hour in order to carry 53 700 people. He wondered whether the MTRCL could provide one train every one minute and 40 seconds. Also, he could not understand how the MTRCL could arrange for 32 trains, as the estimates concerned did not include the time for passengers to get on and off, as well as the time for Intercity Through Trains ("through trains") to pass through.

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

- (i) As the MTRCL wanted to convince the public that it could deal with any situations it had covered up all potential problems. Although the MTRCL knew that the carrying capacity of nine-car trains on the ERL could not cope with the passenger volume, it was reluctant to admit it as it did not want passengers to switch to other means of public transport.

- (ii) The MTRCL stated that the ERL (from Tai Wai Station to Kowloon Tong Station) had about 53 700 passengers per hour during the morning peak hours, accounting for 87% of the ERL's carrying capacity. This carrying capacity was calculated on the basis that each square metre on the train car were occupied by four standing passengers, and the assumption that none of the passengers was carrying anything. However, this situation was impossible during the morning peak hours. He said that if each square metre on the train car was occupied by one fewer passenger, the carrying capacity of the train car would not be able to cope with the passenger volume. Therefore, the data concerned was meaningless.
- (iii) The MTRCL stated that when the nine-car trains were used in conjunction with the new signal system, the service frequency would be enhanced from one departure every three minutes to one departure every two minutes or so. However, it was only what the MTRCL considered to be the most ideal situation, which would not happen in reality as the MTRCL did not take train delays into consideration. Therefore, even if the train movement interval was set to the minimum in the new signal system, the carrying capacity of the trains would still be unable to cope with the existing passenger volume.
- (iv) As the MTRCL would not disclose facts and provide the relevant data for the public, he asked whether the TD had the data concerned. If it did not at present, the department had to ask the MTRCL to submit it after the meeting. He opined that as the department was the regulatory body of the MTRCL and responsible for formulating traffic policies for Tai Po District, it had to find out the information concerned, so as to arrange for bus services to make up for the MTR services. Otherwise, it would constitute a dereliction of duty.
- (v) The TD's representatives had mentioned that the third Comprehensive Transport Study had been conducted in 1998, and someone had suggested the TD conduct the fourth one more than a decade ago. In the study report in 1998, the Government had proposed adopting a transport policy with "railway as the backbone", which however was no longer applicable nowadays. Therefore, the TD should not use the study as an excuse to pass the buck, while refusing to deal with the shortage of railway services that failed to meet the population growth at present, and refusing to explore bus routes as an alternative solution. The TD should also forward Members' views to the THB.

39. Ms. Olive CHAN responded as follows:

- (i) As the TD had adopted the transport policy with "railway as the backbone", it should step up the efforts to monitor the MTRCL, rather than allowing the MTRCL to use such a brief paper to respond to Members' enquiries on the captioned project. She opined that the carrying capacity of the nine-car trains could not cope with the

passenger volume at all, but the TD ignored the problem. If the TD's representatives could not co-ordinate the project, their superior should attend the meeting and explain the situation.

- (ii) It took 24 minutes for passengers to travel from Tai Wo Station to Kowloon Tong Station by train. However, even if passengers at Tai Wo Station had been waiting for 20 minutes, they might not be able to get on board. As such, they would choose other means of transport. According to the MTRCL's regulations on late exit, passengers who passed through the entry and exit gates of the same station would have to pay \$10.5 if the time lapse was over 20 minutes. Therefore, passengers who had passed through the entry gate would have no choice but to take the MTR. In this connection, she asked whether the MTRCL would draw up measures to allow passengers to choose other means of transport if they had to wait longer for the train after the conversion to nine-car trains.

40. Mr. MAN Nim-chi, the Vice-chairman, responded as follows:

- (i) Many Tai Po residents were concerned about the arrangements for the conversion to nine-car trains on the ERL. Therefore, he hoped that the MTRCL would prepare the relevant information more thoughtfully to answer Members' questions.
- (ii) There were many passengers at Tai Po Market Station and Tai Wo Station every morning. He said that, for example, when he used to go to the Hong Kong Polytechnic University in the past, he had to spend extra time walking along the platform towards the front or back of the train, where the train cars had fewer passengers, to wait for boarding. He indicated that the MTRCL had tightened its policy in 2013 by changing the maximum baggage weight limit on the ERL to 23 kilogrammes ("kg"). He suggested the MTRCL consider further tightening the baggage weight limit (except that of musical instruments and sports equipment) to between eight and 10 kg. By doing so, passengers would not be allowed to carry large luggage, which could make it impossible for the train to accommodate four to six standing passengers in each square metre on average, thus reducing the carrying capacity of the train. The MTRCL might also consider asking the staff of the By-laws Inspection Unit to request passengers to put their luggage under the seats. Passengers who failed to comply with such requirements would be fined. He said that between 7:45 a.m. and 12 p.m. every day, many passengers from different places, including the Mainland, put their suitcases on the pedestrian lanes, and the suitcases took up a lot of space. He did not know the weight of the luggage by naked eyes alone. As the ERL's baggage weight requirements had not been revised for seven years, he asked the MTRCL to resolve the problem at source, instead of just targeting passengers who were carrying musical instruments and sports equipment. The maximum weight limit on baggage (except musical instruments and sports

equipment) should also be lowered to eight kg, given that some passengers used the MTR as a means of transport to carry goods during the peak hours from noon to afternoon. He hoped that the MTRCL would relay the above views to the colleagues concerned.

- (iii) It had been several years since the THB had promulgated the Railway Development Strategy 2014. During this period, the population had changed dramatically. He asked the Chairman to consider inviting the representatives concerned to attend the next meeting.

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

- (i) The Railway District of the HKPF was still in operation.
- (ii) In the event of emergencies on the ERL, the Tai Po Police District would contact the Emergency Transport Co-ordination Centre of the TD. Meanwhile, the Regional Command and Control Centre would also deploy police officers from Tai Po District, Railway District and the region to offer assistance. They would help the MTRCL arrange for feeder buses to pick up passengers according to the severity of the incidents. The feeder bus pick-up and drop-off areas in Tai Po District were located on the ground floor of Uptown Plaza (i.e., the existing parking area of K route buses) and Po Nga Road in Tai Wo. The HKPF would deploy the afore-mentioned colleagues to carry out crowd control at the scene and maintain order at the waiting area. They would also clear the vicinity of Po Nga Road for feeder buses to wait for passengers to get on and off. In addition, the police officers from the Traffic Wing would also inspect the expressways and transport hubs in Tai Po, including Kwong Fuk Road Roundabout, Tai Po Tai Wo Road and Yuen Shin Road, to ensure that even if there were broken down vehicles or traffic accidents, the access to the roads concerned would not be blocked.
- (iii) After the nine-car trains on the ERL commenced operation, the Tai Po Police District would also deploy appropriate manpower to ensure that the HKPF could intervene immediately in the event of accidents.

42. Ms. Flora MA understood Members' concerns about the arrangements for the conversion to nine-car trains on the ERL. She would also inform the Secretary for Transport and Housing about Members' views on the transport policy of "railway as the backbone". In addition, the Railway Development Strategy 2014 promulgated by the THB had also set out the details of seven new railway projects up to 2031. If Members had other questions, she could ask the THB after the meeting.

43. Mr. Billy YONG said that the MTRCL hoped to extend the ERL across the harbour in the first quarter of 2022. Several key projects would be included, such as a new signal system, new trains,

and the branching works to be carried out at Hung Hom Station. The 12-car trains on the ERL could not cross the harbour indeed. As such, the MTRCL would switch to nine-car trains in a gradual manner. They would forward Members' views to the colleagues concerned for follow-up actions.

44. Mr. LEUNG MAN-tik said that the MTRCL had lowered the baggage weight limit for the ERL to 23 kg a few years ago, which showed that the MTRCL could make appropriate arrangements based on passengers' commuting patterns and train conditions. He would also inform the colleagues concerned that Members had asked the MTRCL to request passengers to put their luggage under the seats. However, as some passengers carrying luggage might not be able to find any seats, it was still necessary to study how to implement the proposal. In addition, to his knowledge, only one through train used the ERL to travel from the New Territories to Kowloon during the morning peak hours. Therefore, it did not have much impact on the ERL. After the commissioning of the express rail link, there was a decrease in the number of passengers on through trains. The MTRCL had even cancelled several through train services in 2019 so as to enhance the service frequency of the ERL to divert passengers during peak hours.

45. Mr. WU Yiu-cheong asked whether the TD could submit the information that the MTRCL had not provided for Members. If it could not do so at present, he asked the department to request the MTR in writing to submit it after the meeting. He were following up on railway-related matters at the LegCo 10 years ago. Therefore, he had read all the papers mentioned by the TD's representatives, but none of them could respond to Members' questions. If the information concerned was available, he hoped that she could cite it. If not, he hoped that she would ask the MTRCL to submit the information later.

46. Ms. Flora MA said that she would ask the THB and the Railways Branch of the department to provide the supplementary information after the meeting.

47. Mr. MAN Nim-chi, the Vice-chairman, said that as he could not find out at the meeting the carrying capacity after the conversion to nine-car trains on the ERL, he suggested the MTRCL adopt other measures to provide more room in the cars, including tightening the baggage weight requirement on the ERL, and using the surveillance system in the cars to teach Mainland passengers to put their luggage under the seats.

48. The Chairman suggested the MTRCL consider putting up signs in the cars to remind passengers not to occupy the space inside. As the captioned agenda item had a great impact on the residents, they had spent a long time discussing it today. However, the MTRCL was unable to answer Members' questions at the meeting. Therefore, he said that he did not only hope that the MTRCL would arrange for inspection via the Secretariat as soon as possible, but that the MTRCL would also send the Operations Director to attend the meeting and answer Members' questions. As the nine-car trains would come into operation in June, he hoped that the MTRCL would send

representatives to attend the TTC meeting in July to listen to Members' views on the shortcomings of the operations.

49. Mr. Billy YONG said that the MTRCL could send representatives to attend the TTC meeting in July.

II. Civil Engineering and Development Department – Improvement works to Tung Ping Chau Public Pier

(TPDC Paper No. TT 28/2020)

50. The Chairman welcomed the following people to attend the meeting for this agenda item:

CEDD

Mr. YUNG Chung-bun, Thomas, Deputy Project Team Leader

Ms. LI Hok-ye, Engineer for Projects 3C

Ove Arup

Mr. LEUNG Hoi-fun, Terence, Associate Director / Deputy Project Manager

Mr. WONG Chi-hoi, Jason, Senior Engineer / Project Coordinator

Ms. LAI Cheuk-yan, Sabrina, Public Relations Officer (Projects)

51. Mr. Thomas YUNG outlined the captioned paper.

52. Mr. Terence LEUNG outlined the content of the PowerPoint presentation concerned (Annex I).

53. Mr. AU Chun-ho said that the indigenous villagers in Tung Ping Chau had told him that there were many coral and sea turtles around the existing pier. As such, he asked whether the construction of the temporary pier would affect the ecology there. In addition, the indigenous villagers would not use the ramp of the pier because tidal waves would encourage the growth of moss, which would make the ramp very slippery. Therefore, he asked whether the department concerned could improve the above situation.

54. Mr. TAM Yi-pui supported the captioned project, which also included the use of renewable energy and the provision of barrier-free access facilities. He asked whether the department concerned would emulate Ko Lau Wan Public Pier by placing mobile refuse bins at the new pier. In addition to being used by the public, the mobile refuse bins could also be placed at safe locations in the event of inclement weather conditions.

55. Mr. YAM Kai-bong asked whether the department concerned planned to extend the existing

pier outwards and build a floating platform next to the proposed public pier.

56. Mr. Terence LEUNG said that they had to slightly modify the abutments of the existing pier before extending it outwards, so as to free up some space long enough for vessels to berth. In addition to the floating platform, the proposed public pier also had pile-shaped structures as an extension of the pier, as well as a cover for users to wait for vessels under it.

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

- (i) As the captioned project could benefit Tung Ping Chau residents and visitors, he might not oppose to it. However, he opined that Tung Ping Chau Marine Park was a geological reserve with geological value, it might not be suitable for a large number of tourists to visit there as they might put pressure on the environment. Although the construction of a floating pier would help residents carry out daily activities, such as goods delivery, he was worried that such activities and a large number of tourists would put more pressure on the environment.
- (ii) He asked the department how much the seabed would be affected by the outward extension of the existing pier and the construction of a floating platform connected to the pier's abutments by a ramp. He had visited Tung Ping Chau in a tour activity in mid-2019, and saw a wide range of marine life at the sea bottom through the crystal-clear water. However, as the department was going to launch the project at the sea bottom to extend the pier, he was worried that the marine life would be affected.
- (iii) As Tung Ping Chau was the most northeastern island in Hong Kong, waves would be very huge when winds blew from the northeast. Therefore, he asked the department concerned whether it could ensure that the floating pier would not topple even in the face of northeast winds, typhoons or monsoons.

58. Mr. LI Yiu-ban's comments were as follows:

- (i) The works concerned had been planned for some time, and the existing pier was renovated in 2008. Although they had initially strived for reconstructing the existing pier, the reconstruction plan had been shelved on the grounds of environmental protection. What they could do was to rebuild the catwalk of the existing pier. Therefore, the existing pier was only about four metres wide. The staircase to the shore was also as narrow as 1.1 metres only, and was too steep for the villagers to use. Some villagers at the funeral also found it impossible to carry the coffin up the staircase, and the process was so dangerous that accidents nearly occurred. Northeasterly winds always resulted in huge waves at the sea, making it dangerous for residents to use the existing pier. Furthermore, the environment of the pier was not safe and comfortable enough for visitors' access.

- (ii) The CEDD planned to build a floating platform that would be affixed to the new pier by five concrete columns. The platform would be very stable, and would only bob up and down in water. As the platform would not sink to the sea bottom, no moss would grow on it. In addition, the ramp would be situated above the water surface, so it could be kept dry, unlike the staircase of the existing pier.
- (iii) The captioned project could help promote disability inclusion. In the past, people with disabilities could not visit Tung Ping Chau. At present, however, as long as they had assistance in boarding and alighting, they could go up and down the ramp via the floating platform.
- (iv) The new pier also had a staircase for sampans and small boats to pick up and drop off passengers.
- (v) When designing the new pier, the department had considered the villagers' opinions and reserved part of the vacant land under the covered area for use by the villagers. For instance, a crane could be placed there for lifting construction materials or large objects onto the pier. As such, the functions of the new pier were more comprehensive.
- (vi) The villagers had been looking forward to the project for a long time. If implemented, it could not only ensure the safety of the villagers and visitors during boarding and alighting, but also provide an additional berth for vessels.
- (vii) As regards whether the increase in the number of visitors would affect the environment of Tung Ping Chau, he opined that the Marine Parks Ordinance could effectively regulate visitors' behaviours. For instance, if a visitor put a stone in his backpack and took it away, the staff of the Agriculture, Fisheries and Conservation Department who had witnessed the incident from afar would search the visitor at the pier. If the staff found the stone, they could prosecute the visitor. In addition, as there were many concrete roads on Tung Ping Chau, the damage caused by villagers or visitors to the area and its ecological environment was very limited. 60% of the area on Tung Ping Chau was country parks managed by the Country and Marine Parks Authority. Therefore, the afore-mentioned people would not pose serious problems to the environment of Tung Ping Chau.
- (viii) He hoped that Members would support the captioned project so that it could proceed smoothly. He also hoped that the CEDD would report the details to the TTC when there was a detailed design for the new pier or after the department had received funding for the project.

59. Mr. MAN Nim-chi, the Vice-chairman, suggested the TD explore the possibility of allowing Tai Po residents to use sea transport to go to other places, such as Ma On Shan and Sha Tin.

60. Mr. Thomas YUNG said that there was a refuse collection facility at a pavilion on the shore of Tung Ping Chau. When creating a detailed design for the new pier in the future, he would also explore whether there were enough refuse bins nearby, and would suggested the department concerned place mobile refuse bins at the new pier.

61. Mr. Terence LEUNG responded as follows:

- (i) During the environmental assessment, the consultant company had looked into the coral in Tung Ping Chau, and found that the number of coral communities near the existing pier was less than that in other parts of Tung Ping Chau. Therefore, he found it more appropriate to carry out the improvement works at the existing pier as it would impact the coral communities the least. The consultant company had also submitted the assessment concerned to the Environmental Protection Department (“EPD”), and the research on coral communities would also be included in the assessment. In addition, there were not many coral communities beneath the temporary pier. On the other hand, the consulting company would co-ordinate with the contractor in the future, and require it to stop working or take mitigation measures as soon as it had found any sea turtles.
- (ii) As the surfaces of the floating platform and the ramp were above water most of the time, he expected that not too much moss would grow on them.
- (iii) Regarding whether the captioned project would attract more visitors to Tung Ping Chau, he indicated that as visitors usually went to Tung Ping Chau by ferry at present, and the TD had no plans to enhance the ferry services to Tung Ping Chau, he expected that not many visitors would go there.
- (iv) As regards the impact of the project on the seabed, when the consultant company conducted the environmental assessment, it had also assessed the various marine life in Tung Ping Chau. It found that the coral communities would be least affected if the improvement works were carried out at the existing pier.
- (v) As regards whether the floating platform would be affected by winds and waves, he said that there were two berths at the new pier. One had a floating platform, and the other a traditional staircase. Having referred to and analysed the data from the Tung Ping Chau anemometer station provided by the Observatory, they had assessed the strong winds throughout the year, and found that the typhoons in summer and the northerly winds in winter were the strongest. Based on this analysis, they had conducted a hydrological survey and found that huge winds and waves appeared more often in typhoon seasons. Meanwhile, given the stronger swell waves in the southeast, they had placed the floating platform in the northeast and set up a concrete wave wall under the new pier, so as to reduce the impact of winds and waves on the floating platform.

62. Mr. AU Chun-ho hoped that the consultant company would ask the contractor to strictly comply with the works suspension requirement when sea turtles appeared.

63. The Chairman asked whether the CEDD could provide chairs in the covered area of the new pier for passengers to use while they were waiting for the vessel. In addition, he asked whether the department would accept the DC's proposal to carry out construction works at the public pier. He said that the TPDC had proposed to use DC Funds to build a roof or pavilion at the public pier in the Waterfront Park. However, the department had replied that as the construction and maintenance of the pier concerned were within its ambit, it would not accept any works carried out there by other departments, such as the minor works proposed by the TPDO. If the TPDC suggested building a cover above the chairs at the new pier, he asked whether the works had to be handed over to and carried out by the CEDD.

64. Mr. Thomas YUNG said that the pier improvement works of the CEDD involved pier-related works only. Regarding land-related works, Members had to ask the departments concerned, such as discussing with the departments concerned via the TPDO. Meanwhile, there would be chairs at the covered area of the new pier.

65. Mr. LI Yiu-ban said that a few years ago, the villagers explored whether it was possible to build a cover at the existing pier through rural public works. However, as there were no shelters around the pier, and the cover was not large enough, he opined that the cover could not offer effective protection from wind and rain. As such, the villagers eventually decided not to carry out the works concerned.

66. The TTC endorsed the captioned project.

67. The Chairperson hoped that the department would start the project as soon as possible and inform the DC, the rural committee and the DC Member of the constituency concerned beforehand.

III. Installation of "sound level meters and imaging devices" on the roads on a trial basis to resolve the vehicle noise problem

(TPDC Papers No. TT 29/2020, No. TT 29A/2020 and No. TT 29B/2020)

68. Mr. YIU Kwan-ho outlined TPDC Paper No. 29/2020. In addition, he opined that the replies submitted by the EPD and the Vehicle Safety and Standards Division ("VSSD") of the TD (i.e., TPDC Papers No. TT 29A/2020 and No. TT 29B/2020) did not make any sense. The EPD stated that while the technology of the captioned devices was still at an early stage, it would carry out studies in a timely manner. Meanwhile, the TD's VSSD stated that it had not studied the captioned devices. Both departments stated that the problem had to be tackled by the HKPF's territory-wide

and regional law enforcement actions from time to time. Nonetheless, he opined that this approach was not feasible as the vehicle noise problem occurred every day and affected the residents. However, it was not possible for the HKPF to take law enforcement actions every day.

69. The Chairman said that the EPD and the TD's VSSD could not send anyone to attend this meeting.

70. Ms. Flora MA said that the TD and HKPF dealt with the illegal modification of vehicles through licensing and law enforcement actions. She said that regarding the examination of vehicle silencers, before each vehicle was registered for the first time, the department would, in accordance with the Noise Control (Motor Vehicles) Regulation, a subsidiary legislation under the Road Traffic Ordinance (Cap. 374A), ensure that every silencer on the vehicle was in good condition and operated effectively without being modified or replaced, so as to prevent exhaust gas from making a louder noise. The department would also refer to the vehicle examination report before issuing a licence. In addition, if the HKPF suspected that a vehicle had been modified, it would ask the owner to send the vehicle to a vehicle examination centre ("VEC") for examination.

71. Mr. TSUI Yik-fuk said that the HKPF took law enforcement actions in Tai Po District from time to time to prevent vehicle owners from modifying or replacing their silencers. The Traffic New Territories North Headquarters and Tai Po Police District would set up roadblocks during routine patrols or other law enforcement operations (including combating drink driving, speeding and dangerous driving). If the HKPF found any defective vehicles during the operations, it would issue a defective vehicle notice to the vehicle owner, informing him that the vehicle had to be sent to a designated VEC of the TD for examination. Otherwise, the vehicle would not be allowed on the road. If a vehicle was found not roadworthy, law enforcement officers qualified for vehicle examination could issue an examination notice to the vehicle owner immediately, and send the vehicle to Tai Lam Chung Police Vehicle Pound for examination by the TD's vehicle examiners. If the vehicle was found to be defective, the HKPF would prosecute the owner. During the period from the fourth quarter of 2019, to around January and February 2020, the HKPF had issued 111 and 21 defective vehicle notices respectively. Among them, 22 and three vehicles had respectively been sent to vehicle pounds immediately for examination. In addition, if members of the public suspected that a vehicle was making excessive noise due to a modified silencer, they could report it by calling the 1823 Government hotline or completing the "Defective Vehicle Report Form" available on the TD's website. Upon receiving the report, the TD would ask the vehicle owner to send the vehicle to a designated VEC for examination.

72. Mr. MAN Nim-chi, the Vice-chairman, said that some members of the public had reported a modified vehicle which emitted transient noise on Chung Nga Road between 1 a.m. and 2 a.m., but they could not see the licence plate number. He suggested the HKPF set up mobile speed enforcement equipment on Chung Nga Road to deter the people involved.

73. Mr. YIU Kwan-ho asked whether the TD, upon receiving the “Defective Vehicle Report Form”, would immediately ask the vehicle owner to send the vehicle to the VEC for examination, or whether it would conduct an investigation first. In addition, he opined that the written replies from the departments concerned would not help deal with noise nuisance, as most of these vehicles showed up after mid-night when residents could not see their licence plates. He indicated that the locations with serious vehicle noise problem included: (1) Wang Fuk Court near Island House Lane: In the morning when residents were still asleep, some suspected modified motorcycles there often made sounds one after the other for up to 15 minutes before departing, and the residents found them very disturbing; (2) The vicinity of Pak Shek Kok: The location was relatively close to the expressway, noise of speeding could be heard on Tolo Highway, and some speeding vehicles even entered Pak Shek Kok from Tai Po Road; and (3) Kwong Fuk Estate near the exit of Tolo Highway: Speeding vehicles which had finished racing on Tolo Highway would head to Kwong Fuk Estate at a high speed, causing serious nuisance to residents. In addition, apart from the noise of speeding, vehicles also made other noises. As such, he asked whether the EPD would measure the traffic noise level near the roads on a regular basis.

74. Mr. TAM Yi-pui said that the noise problem on Sai Sha Road was also quite serious. On the “Defective Vehicle Report Form”, the informer should provide photos showing the defects of the vehicle wherever possible. However, he was not certain whether the TD would really accept the photos submitted by informers, or whether they should provide videos as well. He opined that as many residents were not aware of the forms, and vehicles often ran at a high speed nearby, he suggested the department install video cameras on the flyover under Ma On Shan Bypass to take photos throughout the night to record the licence plates and noise of the vehicles concerned. Then, the informer could submit the relevant form and videos to the department for follow-up actions. In addition, he asked whether the department would prosecute the vehicles using the photos and videos concerned. He also hoped that the EPD would make every effort to study the feasibility of the captioned devices.

75. Mr. Richard CHAN said that as neither the EPD nor the TD’s VSSD had introduced the captioned devices, law enforcement officers had no device to assist in the prosecution of vehicles that emitted noise, and it was not an ideal situation. He hoped that the Chairman would urge the departments concerned to consider introducing these devices and technologies, which were very common in foreign countries, and the HKPF could use them to prosecute vehicles that emitted noise. In addition, he opined that the TD should revise the “Defective Vehicle Report Form”. Item (4) of Part A of the form indicated that “to help us efficiently investigate your report, please produce photo(s)/video(s) which can show the vehicle registration mark and the defect(s) concerned”. Item (3) under the Notes for Attention also indicated that, “If you fail to supply the information as required by this form, this Department may not be able to process your report”. He opined that these texts implied that even if members of the public had submitted the report, the department would not take any follow-up action as it was impossible for members of the public to take photos of speeding vehicles. Even if they could do so and show the licence plate numbers, the photos could not record

the noise emitted by the vehicles. Therefore, the department could still refuse to take any follow-up action as the informers failed to provide the information required. Therefore, this form could not deal with vehicle noise problems.

76. Mr. LAU Yung-wai said that as it was difficult for members of the public to provide the licence plate numbers of speeding vehicles and the photos of their defects, it was difficult to report such vehicles using the “Defective Vehicle Report Form”. He hoped that at the next meeting, the TD would provide the number of reports made by Tai Po residents using the form concerned; the number of reports with the vehicle owners being requested by the department to send their vehicles to the VEC for examination in accordance with Section 39 of the Road Traffic Ordinance; and the number of informers who had submitted the report due to the noise of speeding vehicles. By doing so, he could find out whether the form could report vehicles effectively. If no one had used the form to report the noise problem of speeding vehicles, the department would have to introduce other measures and educate the public how to deal with this problem. On the contrary, if the form had been used for reporting, he asked how many cases had resulted in successful prosecutions, and how these informants had convinced the department to send the vehicles to the VEC for examination.

77. Mr. TSUI Yik-fuk noted the noise problem arising from speeding on Chung Nga Road. However, as the vehicles concerned were in motion and might have just passed Chung Nga Road, the HKPF would deal with them at other locations. He also noted the locations mentioned by Mr. YIU Kwan-ho, where the vehicle noise problem was serious.

78. Regarding Mr. LAU Yung-wai’s request for the TD to submit data, Ms. Flora MA said that as the reported speeding vehicles might show up at different locations, even if Tai Po residents had reported the vehicles concerned, the prosecutions might not be counted as ones that took place in Tai Po District. She would work with the department’s VECs and the HKPF to explore ways to process the data for Members’ reference.

79. Mr. TAM Yi-pui hoped that the HKPF would provide the number of times it had set up roadblocks along Ma On Shan Bypass per month and the number of prosecutions concerned after the meeting. In addition, if it was not possible to prosecute vehicles by providing videos alone, he suggested the departments concerned set up cameras and sound level meters in places with vehicle noise problems in the early morning hours every Saturday and Sunday, so as to take photos of the licence plates and measure the noise level of the vehicles concerned. This could effectively collect evidence and save the HKPF’s manpower, provided that the TD would actually take law enforcement actions based on the information concerned. If the departments concerned did not have the resources to install the afore-mentioned devices, he suggested it consider using the TPDC’s funds to purchase them. As regards manpower, as the HKPF would not have to deploy officers to the above location after the installation of the afore-mentioned devices, there would not be any extra burden on manpower. He was happy to allow the departments concerned to set up the captioned devices on Sai Sha Road as a trial location.

80. Mr. Richard CHAN said he had just mentioned that the HKPF currently did not have any devices to take law enforcement actions against the noise emitted by vehicles. He asked whether this statement was correct.

81. Mr. TSUI Yik-fuk said that noise was only one of the considerations in determining whether a vehicle was defective. When taking law enforcement actions, the HKPF considered a number of factors to determine whether a vehicle was roadworthy, including its bodywork, tires and engine, etc. As regards how the HKPF determined whether the noise of a vehicle had exceeded the benchmark, the TD's vehicle examiners would examine whether the vehicle had its silencer removed. He opined that even if the HKPF had sound level meters, it was still necessary to consider whether it was suitable for police officers to carry the devices while on duty, and whether the police officers had received training in using the devices. He said that the "Defective Vehicle Report Form" was not only for reporting noise-emitting vehicles. Furthermore, the informers also had to provide relevant evidence for the TD's vehicle examiners to take follow-up actions so as to prevent false reports. This was applicable to the HKPF as well.

82. Mr. Richard CHAN said that the departments concerned did not have any measures to deal with vehicle noise. He said that vehicle noise was emitted not only during illegal racing, but also when vehicles were running normally. Therefore, the way the HKPF dealt with the problem concerned during patrols or on duty was also relevant to this agenda item. In addition, regarding the "Smoky Vehicle Control Programme and Spotter Training" implemented by the EPD, he said that the department had introduced a voluntary spotter system for smoky vehicles. Therefore, he suggested the EPD consider implementing similar measures for vehicle noise, including but not limited to training DC Members as voluntary spotters. As Members were concerned about the vehicle noise problem, he suggested following up on this issue further at the Working Group on Road Safety Campaign and Cycling Network Development.

83. Mr. HO Wai-lam asked the HKPF when it had set up mobile speed enforcement cameras ("SECs") in Tai Po District recently, how many times it set up mobile SECs each month on average, and where they were located.

84. Mr. TSUI Yik-fuk said that the HKPF would take various measures to prosecute speeding vehicles, including setting up SECs on the roadside, using laser guns or digital radars to detect speeds and intercept the vehicles concerned, and using digital radars to detect vehicle speeds without intercepting vehicles on the spot, while prosecution would be initiated later according to the vehicle owners' information. He could provide supplementary information after the meeting in response to Mr. HO Wai-lam's enquires.

85. Mr. LAM Yick-kuen opined that regional speedometers were more suitable than the SECs for prosecuting speeding vehicles. In addition, he found it difficult to define noise because some sports

cars also emitted loud engine sounds even if they had not been modified. He opined that the departments concerned had to resolve the problem of illegal racing first. If this problem was resolved, the vehicle noise problem could be reduced significantly. Subsequently, regional speedometers could be introduced to address the speeding problem, especially in Lam Tsuen and on Tolo Highway.

86. Mr. MAN Nim-chi, the Vice-chairman, asked whether it was possible to set up mobile regional speedometers. He said that as motorists were well aware of the presence of an SEC near Kadoorie Farm on a steep slope on Lam Kam Road leading to Tai Po, they would not drive beyond the speed limit when passing there. He asked whether the HKPF could set up a mobile regional speedometer on the straight behind the steep slope, where motorists often drove at a high speed, so as to detect whether motorists were speeding.

87. Ms. Flora MA said that the “Defective Vehicle Report Form” was not only used for reporting noise-emitting vehicles. As regards the process of vehicle examination, she cited the relevant experience and indicated that if the public complained about buses or minibuses which emitted exhaust gas or noise or had other vehicle safety problems, the department would send officers to check whether the complaint was substantiated. If it was, the department would refer the complaint to the colleagues of the department’s vehicle examination team for follow-up actions. In about two to three working days, the colleagues would request that the bus or minibus concerned suspend operation and be sent to the VEC for examination. In addition, the department would ask the informer to submit photos or videos on the defects when reporting the vehicle so as to avoid false reports.

88. The Chairman said that as the vehicle noise problem did not fall within the ambit of the Working Group on Road Safety Campaign and Cycling Network Development, he suggested discussing the issue further at the next TTC meeting, and inviting representatives from the TD’s VSSD and the EPD to attend the meeting. By then, Members could ask questions in greater details, such as asking the departments concerned to explain whether vehicle noise was regulated by Hong Kong’s legislation, so that Members could propose improvement measures.

89. Mr. TAM Yi-pui suggested inviting the TD’s vehicle examiners to attend the meeting so as to get a better understanding of their job.

90. Mr. TSUI Yik-fuk said that he would forward the views of Mr. MAN Nim-chi, the Vice Chairman, to the colleagues concerned. In addition to setting up SECs near Kadoorie Farm on the steep slope on Lam Kam Road leading to Tai Po, the Traffic New Territories North Headquarters would also carry out different speed enforcement operations at suitable locations at a distance from the afore-mentioned devices. It would also detect speed with mobile vehicles, including unmarked police vehicles. He added that the types of devices used for speed detection depended on locations and road conditions.

IV. Request for providing return trips for route 74E during the afternoon peak hours as soon as possible

(TPDC Papers No. TT 30/2020 and No. TT 30A/2020)

91. Mr. YIU Yeuk-sang outlined TPDC Paper No. TT 30/2020.

92. Ms. Flora MA outlined TPDC Paper No. TT 30A/2020.

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

- (i) The passenger volume of route 74E before the epidemic was about 75%. It had dropped significantly between February and April due to the epidemic, but had recently stabilised in a gradual manner. KMB had studied the arrangements for the route to depart from Kwun Tong Ferry Pier at 5:50 p.m., and found that the congestion on Hoi Yuen Road and Kwun Tong Road in Kwun Tong was especially heavy in the afternoon. Although the degree of congestion depended on the traffic conditions each day, the bus departing from Kwun Tong Ferry Pier generally would not arrive at Kowloon Bay until sometime between 6:15 p.m. and 6:20 p.m. Therefore, Tai Po residents who went to work in Kowloon Bay should be able to catch the bus if they finished work at 6 p.m. KMB would decide whether to enhance service frequency depending on passenger volume.
- (ii) In addition to route 74E, KMB also provided route 74B in Kowloon Bay Business Area (near MegaBox) during the evening peak hours from 5 p.m. for the public to return to Tai Po.
- (iii) KMB would continue to monitor the services of route 74X series and enhance its service frequency as necessary.

94. Mr. KUNG Wing-chun said that in light of the development of the epidemic, KMB had also allocated additional resources to deploy outdoor staff to find out the situation of passengers. He understood that Members were concerned about the service arrangements for route 74E. As such, KMB would pay extra attention to it.

95. Mr. MAN Nim-chi, the Vice-chairman, said that while the number of departures of route 74E from Tai Mei Tuk had been increased from one to three, there was only one return trip. He asked whether it was possible to provide one departure every 15 minutes, which was the standard of route 74X, if the return trip of route 74E had sufficient number of passengers. The reason was that there were always Tai Po residents who needed to take route 74E to return to the rural areas. In addition, he opined that blue-collar workers in East Kowloon outnumbered the white-collar workers there,

and some blue-collar workers living in the rural areas had to take route 74E to go to work in East Kowloon. However, the route concerned was currently available from Monday to Friday only. As such, he suggested providing one departure each on Saturday morning and evening as outbound and return services respectively. In addition, apart from the departures from Tai Mei Tuk in the morning, he also suggested KMB provide additional morning departures from Sam Mun Tsai to ensure that residents in Fung Yuen and Mont Vert could take the bus concerned to go to work in East Kowloon.

96. Mr. SO Tat-leung opined that the number of return trips of route 74E should be increased to that of the outbound trips. However, he understood that the public did not finish work at the same time, so there were fewer return trips. He opined that the passenger volume of the return trip was only 75% at present, mainly because it departed earlier. He believed that if it could depart later, its passenger volume would increase. Meanwhile, he also agreed to provide an additional return trip that departed later. Although KMB's representatives stressed that the existing departure arrived at Kowloon Bay at 6:15 p.m., the departure time from Kwun Tong was 5:50 p.m., which meant that it was impossible for Tai Po residents who went to work in Kwun Tong to take route 74E. He suggested KMB operate an additional return trip on a trial basis which departed 20 to 25 minutes later than the one at present, and then review whether the passenger volume met the requirements for enhanced service frequency. In addition, Sam Mun Tsai residents could only take route 74E to go to Tai Po District. Therefore, the provision of an additional departure from Sam Mun Tsai would not only benefit Sam Mun Tsai residents, but also ensure that Fung Yuen residents could take route 74E.

97. Mr. YIU Yeuk-sang asked whether KMB could provide additional bus resources for the routes required in the district so as to avoid disputes arising from bus resource allocation.

98. Mr. MAN Nim-chi, the Vice-chairman, said that no matter how KMB changed the services of route 74E, it should not affect the existing bus resources and services of route 74X.

99. Mr. TANG Ching-kit said that route 74E commenced service in 2016. Meanwhile, KMB had also increased the number of outbound trips from one to three and provided return trips in response to passengers' demand. KMB would continue to consider adjusting the services concerned according to passenger volume, including providing additional outbound and return trips, and enhancing the service frequency of buses departing from Sam Mun Tsai. KMB would consolidate Members' views and incorporate their suggestions into next year's Bus Route Planning Programme of Tai Po District for research purposes.

100. Ms. Flora MA noted Members' views. The TD had also been monitoring the services and passenger volume of route 74X, and asked KMB to adjust the current departure time of the return trip of route 74E or provide additional return trips on the condition that the other existing bus services remained unaffected.

101. Mr. YAM Kai-bong agreed to enhance the services of route 74E in response to the population growth in the areas along Ting Kok Road and Sam Mun Tsai. However, he suggested that KMB should not use the existing bus resources, such as those of route 74X, to enhance the services of route 74E. In the past few years, KMB had used the resources of route 74X to operate routes 74B, 74C, 74D, 74E and 74P. As a result, it could not provide sufficient services of route 74X in the morning and evening, which led to more delayed bus trips. Although the delayed trips might be attributable to road conditions, he opined that KMB should put in new bus resources to enhance the bus services from Tai Po District to East Kowloon, and maintain the overall services and resources of the existing route 74X. He opined that after the commissioning of Tuen Ma Line, there might be changes in the use of buses among the residents of Ma On Shan and Sha Tin East. Therefore, he suggested KMB use the extra bus resources from those areas or put in new resources by then, so as to improve the services of route 74E.

102. The Chairman said that if the TD and KMB considered it necessary to enhance the services of route 74E, they should put it in action as soon as possible without having to wait for next year's Bus Route Planning Programme of Tai Po District.

V. Request for reviewing the improvement measures for the cycle track network and bicycle parking in Tai Po District

(TPDC Papers No. TT 31/2020 and No. TT 31A/2020)

103. YIU Yeuk-sang outlined TPDC Paper No. TT 31/2020.

104. Ms. LEE Wing-sum, Summer outlined TPDC Paper No. TT 31A/2020.

105. Mr. LAM Yick-kuen said that he went cycling in the evening from time to time, and was very happy with the overall design of the cycle track. However, he opined that the speed reducing bollards located at crossroads and under flyovers posed a danger to cyclists, and hoped that the department would improve their design. In addition, he also suggested setting up speed reducing bollards at the intersections between cycle tracks and village entrances, such as the entrances to Kau Lung Hang Village and Yuen Leng Village. As cycle tracks were wider than pedestrian ways, many residents jogged and walked their pets on cycle tracks in the evening. As such, he suggested the department consider narrowing the cycle tracks and widening the pedestrian ways when redesigning cycle tracks in the future.

106. Mr. TAM Yi-pui's comments and questions were as follows:

- (i) Widening works were being carried out on Sai Sha Road, where a cycle track would be built in the future. He was pleased to learn that the cycle track would be

connected to Shap Sze Heung in Sai Kung, and hoped that the department could provide a layout plan of the cycle track from Nai Chung to Tseng Tau Village for Members' reference.

- (ii) The TPDC proposed the construction of a cycle track connecting Ma On Shan and Sai Kung many years ago. However, the proposal could not be taken forward due to constraints from the construction materials, as well as the width and slope of the cycle track. He asked whether another form of cycle track could be constructed in the rural areas. For instance, a seaside cycle track could be built with materials other than cement to reduce the impact on the ecosystem. He also asked whether it was feasible to use the trees that had collapsed during typhoons as the raw materials for constructing cycle tracks.

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

- (i) There was a cycle track along the road section in Lam Tsuen Valley next to Lam Tsuen River, but it was not intact.
- (ii) He suggested handing this issue over to the Working Group on Road Safety Campaign and Cycling Network Development for further follow-up actions. He also hoped that the TD could provide the specific locations among the 48 sites in Tai Po for the improvement works of cycle tracks and bicycle parking facilities for discussion by the Working Group.

108. The Chairman agreed to hand the issue over to the Working Group on Road Safety Campaign and Cycling Network Development for further follow-up actions. As some of the improvement works might be located in Sha Tin and North District, he hoped that the department would provide a detailed report on all 450 locations so that the Working Group could comment on the entire cycle track network.

109. Mr. LAU Yung-wai's comments and questions were as follows:

- (i) Members asked for a review on the cycle track network and bicycle parking facilities in Tai Po District because the TD had carried out the improvement measures on them in the district. However, the department only repeated the measures that had been implemented, without proposing any forward-looking plans. The TD launched a feasibility study on the improvement plan for the existing cycle tracks and bicycle parking facilities in new towns in 2013, and commissioned a consultancy study instead in 2015. The consultant company removed the railings outside subway NS154 near Serenity Park on the grounds that the public parked their bicycles next to them. Subsequently, however, pedestrians often crossed the cycle track there in a dangerous manner. The department only relied on the consultant company's

report without consulting the district. He had on many occasions asked the TD to re-install railings there. Nonetheless, as the railings had been removed by the TD, the department did not have any justifications for setting up the same facilities at the same location. In this connection, he was extremely unhappy with the consultant company concerned.

- (ii) The paper indicated that the department consulted the TPDC in 2018 on the provision of bicycle parking spaces, and DC Members had also visited the site accordingly with the department's staff. While the consultant company had suggested providing bicycle parking spaces out the CLP Substation in Tai Wo Estate, the map did not show the kerbs there. Considering that the public had to cross the pedestrian way and go around the kerbs before parking their bicycles there, DC Members immediately rejected the proposal on that day. In addition, the consultant company had also suggested setting up bicycle racks off Wing Fai Garden and outside Treasure Garden near Ting Kok Road. In fact, however, no one would park their bicycles there. This showed that the department had neither explored the feasibility of the suggestions in the consultant's report, nor conducted any district consultations. He hoped that the department would review the improvement measures for the cycle track network and bicycle parking in Tai Po District, so as to target the root of the problem and enhance planning.
- (iii) Subways NS153, NS154 and NS155 in his constituency were blackspots of illegal bicycle parking. Therefore, he thanked the TD and other departments for taking law enforcement actions there immediately. As the subways were located under a ramp, the surroundings were dark. However, the pedestrian flow there was so high that it could exceed 2 000 per hour. In addition, many members of the public went cycling in the district during holidays. Some cyclists would swerve left and right on the road, thus causing danger. He asked whether the department would address the problem there by opening up another cycle track for diversion purposes, so as to reduce the likelihood of cyclists using the area concerned. NS155 was a pedestrian subway. However, as it was connected to a cycle track nearby, many cyclists used it to go to Greenery Plaza, thus causing danger. He received complaints from many residents every day, and had even received reports of injuries. In mid-2018, a pregnant woman was hit by a bicycle when she was crossing the cycle track there, but the cyclist just left the scene. He had on many occasions reported the issue to the bicycle unit of the TD, and asked whether it had dealt with the issue. He hoped that the department would follow up on the issue seriously and explore ways to minimise the likelihood of accidents on the cycle track concerned.
- (iv) He hoped that when the department carried out consultancy studies in the future, it could conduct on-site inspection at the initial stages of the studies to find out whether the suggestions in the study report were feasible.

110. Mr. YAM Kai-bong's comments and questions were as follows:

- (i) The cycle track from Tai Po Government Offices to Parc Versailles was disconnected because, as the department explained, space was limited and the road was wide enough for a pedestrian way only. He suggested the TD refer to the approach adopted in foreign countries by building a cantilever passage above Lam Tsuen River for pedestrians and cyclists.
- (ii) The department had installed convex mirrors (commonly known as fish eye mirrors) at the sharp bends on some cycle tracks and subway entrances in the district so that pedestrians and cyclists could be aware of the road conditions. He hoped that the department would further install such facilities at all sharp bends and intersections between cycle tracks and pedestrian ways in the district, so as to improve the vision and safety of pedestrians and cyclists.
- (iii) The DC had been proposing the construction of a cycle track network around the New Territories to connect Tai Po, North District, Yuen Long and Tuen Mun. However, the cycle tracks concerned had not been fully connected yet. He would like to know the timetable of the initiative, and suggested setting up bicycle parking spaces, toilets and rest areas along the bicycle network for use by cyclists.

111. Mr. WONG Siu-kin said that when planning the cycle track network, it was necessary to consider how to make it easier for the public to use bicycles as a means of transport and take safety into consideration. The poor planning of the cycle track in Wan Tau Tong put nearby residents at risk of being hit by bicycles every day. There were two cycle tracks on the road from Wan Tau Tong Estate to the lifts of Uptown Plaza, and extended all the way to the subway of the MTR station. One of them was a downward ramp, where bicycles would naturally accelerate. However, there was a crossing at the bottom of the ramp, where people had been hit by bicycles in the past. He asked whether the department would set up slow-down reminders or other facilities if the cycle track planning could not be changed any time soon, so as to ensure residents' safety when crossing the road. He hoped that the department would consider the suggestions, and conduct on-site inspection to get a better understanding of the situation.

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

- (i) He hoped that the cycle tracks in the entire Tai Po District could be connected so that residents would be encouraged use bicycles instead of relying on vehicles, as bicycles were environmentally friendly and could reduce traffic load. He hoped that the Government would not only regard bicycles as a tool for entertainment, but as a means of transport. He would also like to relay his views to the department so as to review the feasibility of connecting all cycle tracks in Tai Po District.
- (ii) He had visited Pak Shek Kok with the TD's staff to inspect the problems about the

cycle tracks, and learnt that the department was dealing with some of the problems. Some of the cycle tracks there were connected to the vehicle gates of housing estates (such as Mayfair by the Sea), and such a design was problematic. Therefore, he hoped that signs could be set up there to alert people to vehicles passing by or ask cyclists to dismount, thereby reminding cyclists to pay attention to safety.

113. Mr. Nick LAM said that due to limited bicycle parking spaces, many bicycles were parked next to the pedestrian ways in Tai Po Market and obstructed the road. He understood that it was difficult to find a place for bicycle parking. However, he noticed that there was a piece of vacant sandy land at the bus terminus at Uptown Plaza in Tai Po. Although he did not know whether the Government had the right to use the site, he still wanted to ask whether it was suitable for bicycle parking.

114. Mr. MAN Nim-chi, the Vice-chairman, said that he loved cycling a lot, but opined that it was necessary to promote the etiquette required of cyclists. At present, many people used electric bicycles and electric unicycles on the road. However, if people having a driving licence crossed the road carelessly, rode a bicycle on the pedestrian way or walked on the cycle track, they might receive demerit points. He opined that the TD and HKPF should step up their efforts in educating the public and taking law enforcement actions.

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

- (i) A large number of bicycles had been parked illegally for a long time at the estate entrance on Tai Wo Road outside Hang Wo House, and the many abandoned bicycles there had also led to hygiene problems. In addition, the department's study report suggested that bicycle parking spaces be provided next to the low stone wall outside the afore-mentioned location. However, if bicycle parking spaces were provided there, the entire pedestrian way would be occupied. She hoped that the department would consult the DC Members concerned before providing bicycle parking spaces in the future.
- (ii) There was a row of bicycle parking spaces next to the cycle track outside Lam Tsuen Public Wong Fook Luen Memorial School. However, as they were not located at the end of the cycle track, basically no one would park their bicycles there. Therefore, only abandoned trolleys and rubbish could be found there, and it was such a waste. She hoped that the department would send staff to inspect the problem with her at the above location.

116. Mr. WU Yiu-cheong's comments and questions were as follows:

- (i) In 1998, the TD launched a transport study project, in which bicycles were regarded

as a tool for entertainment, rather than a proper means of transport. However, many Tai Po residents regarded bicycles as a means of transport. Nonetheless, in light of the afore-mentioned study, cycle tracks were usually set up near scenic spots, waterfronts and parks, failing to meet the needs of residents. In his constituency, those who rode the bicycle were mainly villagers. For example, residents from Ma Wo Village cycled along Ma Wo Road to the urban area. As there were not any bicycle diversion measures, and cyclists also included elderly people and children, most people rode the bicycle on pedestrian ways. This was somewhat dangerous as it was easy to collide with pedestrians.

- (ii) The road section outside Kam Shek New Village next to Lam Tsuen River was relatively narrow and without any cycle tracks. He asked whether the TD could use its professional knowledge and refer to overseas examples to build cantilever cycle tracks above the river and pave cycle tracks at places frequented by residents. He understood that the TD might not be able to decide on the main policy direction and turn bicycles from an entertainment tool to a means of transport. However, he hoped that during the implementation stage, bicycle tracks, bicycle parking spaces and diversion facilities would be set up closer to residential buildings so as to separate pedestrians and cyclists.
- (iii) There was a cycle velodrome at Hong Kong Velodrome Park in Tseung Kwan O. Initially, the public was not allowed to ride bicycles in the park area. As such, if cyclists had to enter the velodrome, they had to get off the bicycle in the park and then push it into the velodrome with their hands. However, the Leisure and Cultural Services Department (“LCSD”) later added markings on the roads of the park to separate bicycles and pedestrians, and this method was quite effective. He hoped that the TD could be more flexible, instead of always using narrow roads as the reason for refusing to construct cycle tracks and ignoring the needs of the public.
- (iv) The HKPF had the responsibility to control cycling on pedestrian ways and to give advice and warnings. It should not wake up to the fact only after accidents and injuries had taken place.

117. Mr. Richard CHAN asked about the HKPF’s establishment and staffing arrangements in Tai Po and the entire New Territories North, and whether it had a bicycle control unit. If the manpower and establishment of the HKPF’s Traffic New Territories North Headquarters were inadequate, he suggested increasing manpower or restructuring it, or handling traffic matters in Tai Po District and North District separately. He also asked whether police officers could be deployed to patrol cycle tracks, and opined that the lack of law enforcement actions would lead to a vicious cycle. There would be considerable improvement if the bicycle blackspots in the district were patrolled by police officers.

118. Mr. LAM Yick-kuen said that if bicycles became a means of transport for the public in the future, the risk of accidents would increase. Therefore, he asked whether the Government would enact any laws that required cyclists to wear helmets. He also asked whether the deliberation of legislation on electric bicycles could be carried out more quickly. If it was legal for electric bicycles to run on cycle tracks in the future, would the HKPF set up a bicycle control unit and send police officers out on bicycles to patrol the cycle tracks?

119. Mr. FAN Wai-ho said that regarding the arrangements for police officers to patrol the streets, the HKPF had to consider a number of aspects. In general, the HKPF arranged for patrols according to population density, crime trends and other factors. Bicycle accidents could be regarded as one of the factors, but only accounted for a relatively small proportion. To his knowledge, Tai Po Police District had once deployed police officers to patrol the cycle tracks many years ago, but the arrangement had been scrapped after a review. The HKPF would reconsider and review the arrangement if they found it necessary in the future.

120. Mr. TSUI Yik-fuk said that regarding DC Members' concerns about the HKPF's law enforcement actions, he added that a total of 145 people were prosecuted for cycling illegally on pedestrian ways in 2019, and 28 in the first four months of 2020. The Traffic Branch Headquarters of the HKPF had incorporated electric mobility devices (namely electric unicycles and electric bicycles) into the Selected Traffic Enforcement Priorities, and constantly deployed staff to take law enforcement actions. In March and April 2020, the HKPF had prosecuted four people in Tai Po District for offences such as driving without a licence, driving a vehicle not registered with the TD, not having valid motor vehicle insurance, not wearing a helmet, etc.

121. Ms. Summer LEE responded as follows:

- (i) In general, the materials of cycle tracks or carriageways were determined by the HyD. The TD would inform the departments concerned about Mr. TAM Yi-pui's views on the materials of cycle tracks, and the departments concerned would give a reply.
- (ii) She had information on the 48 sites of improvement works in Tai Po District, but had to ask the officer-in-charge for the entire study report and the information on all other sites after the meeting for Members' reference. She opined that it would be more appropriate to invite the unit responsible for the bicycle study to attend the meeting of the Working Group on Road Safety Campaign and Cycling Network Development.
- (iii) To her knowledge, the CEDD had launched the Cycle Track Network – Extension (commonly known as the Super Cycle Track Project). As such, she asked the CEDD to provide supplementary information and supplementary details on the entire project.
- (iv) She noted Members' views on the bicycle-related matters in various parts of the district and would take follow-up actions. Regarding Members' proposal to wear a helmet for cycling and the legal issues about the installation of red and white lights

on bicycles, she would ask the departmental officers concerned to give a reply.

- (v) The THB proposed a bicycle-friendly policy in 2017, and had now recognised bicycles as a means of transport. Therefore, the Government would roll out a number of measures to further implement the bicycle-friendly policy.
- (vi) Regarding the questions raised by Members at the previous meeting, the Government had not changed its approach to the handling of electric bicycles. As electric vehicles were regarded as vehicles, they had to be dealt with according to the Road Traffic Ordinance (Cap. 374), which meant that the vehicle owners had to register their vehicles and obtain a licence for them. According to the views of the departmental officers, it was unlikely that electric bicycles could be registered and licensed successfully.

122. The Chairman asked the TD to send officers to attend the meeting of the Working Group on Road Safety Campaign and Cycling Network Development to continue to follow up on the issues concerned. He also asked the department to advise the Secretariat on other departments suitable for attending the meeting, and to follow up on the questions and comments that had just been raised by Members regarding the various parts of the district.

123. The Chairman announced a recess, and that the meeting would resume at 2:30 p.m.

124. The meeting resumed afterwards.

VI. Request for examining the problem of inconvenient transport in Tong Hang Tung Chuen
(TPDC Paper No. 32/2020 and No. TT 32A/2020)

125. Mr. YIU Yeuk-sang outlined TPDC Paper No. TT 32/2020.

126. The Chairman said that DC Members had inspected Tong Hang Tung Chuen last Friday to examine the problem concerned.

127. Ms. Flora MA said that the department had noted Members' views and understood the villagers' concerns. Tong Hang Tung Chuen covered an extensive area, half of which fell within North District, and the other Tai Po District. Some years ago, the TD had explored whether it was feasible for minibus route 25B to travel from Kau Lung Hang to Tong Hang Tung. However, it found that some of the roads there overlapped with the railway tracks. Vehicles heading to the vicinity of Cyber Domaine next to Tong Hang Tung Chuen had to detour to Jockey Club Road in Fanling before reaching Tong Hang Tung Chuen. The department had also conducted road testing there by driving from Tai Wo Service Road East to Fanling Highway Bus Interchange. However, it found that the journey was rather long, and the traffic from Fanling Highway to Tai Po was heavily

congested in the morning. Therefore, it did not suggest extending the existing minibus routes from Tai Po. In addition, the department had also asked the village representatives about the villagers' commuting patterns and transport demand. It also explained to them that they could apply for residents' services (commonly known as "village buses") where necessary, which could cater for the residents' needs more effectively. To this end, the villagers could contact the TD directly.

128. The Chairman asked the TD to continue to follow up on the situation after the meeting.

VII. Matters regarding the possible route extension of bus route 74D

(TPDC Paper No. TT 33/2020 and No. TT 33A/2020)

129. Mr. YIU Yeuk-sang outlined TPDC Paper No. TT 33/2020. He added that at the TTC meeting of the North District Council ("NDC") on 11 May 2020, NDC Members said that Kau Lung Hang Bus Stop did not have any toilets, rest rooms and parking spaces for drivers. As such, NDC Members suggested arranging for route 74D to depart from Wah Ming Bus Terminus. However, someone said yesterday that TPDC Members did not consider the needs of the drivers of route 74D, and disputes had occurred accordingly. In this connection, he opined that if North District residents needed bus services bound for the Science Park, he suggested the NDC consider advising the TD to turn route 274 into two-way services, enhance service frequency and provide additional routes to the Science Park. Alternatively, it could arrange for other bus routes that travelled on Tolo Highway, such as route 678, to include a special departure that departed from Fanling and passed by Wah Ming Bus Terminus before heading to the Science Park, so as to meet the needs of NDC residents. However, the above suggestions were misunderstood in a way that he wanted to incorporate route 678 into Tai Po's resources. To clarify, he said that if NDC residents needed bus services bound for Sha Tin District, the bus resources of North District had to be re-allocated to meet the needs. He asked the Chairman to relay his views to the NDC for follow-up actions.

130. Ms. Flora MA reported on TPDC Paper No. TT 33A/2020. She added that if cross-district bus routes had to be adjusted, the TD would consult on the bus routes concerned, such as routes 274 and 678, in the relevant Bus Route Planning Programme.

131. Mr. YIU Yeuk-sang said that the TD did not have to tell him about the matters relating to routes 274 and 678.

132. Mr. Jeff TAM said that KMB would continue to listen to the views of the two DCs, and would discuss solutions with the TD.

133. Mr. YIU Yeuk-sang asked whether KMB did not allow the drivers of route 74D to rest at Wah Ming Bus Terminus in Fanling, or did not provide them with any supporting facilities.

134. Mr. Richard CHAN said that some comments on the Internet criticised TPDC Members for being cold-blooded. Someone said that as Kau Lung Hang Bus Stop was not equipped with any supporting facilities for bus drivers to take a rest, drivers had to go to Wah Ming Bus Terminus in Fanling for a break, but TPDC Members did not empathise with the bus drivers' needs. He would like to find out whether KMB treated its employers poorly. He also said that TPDC Members were highly concerned about the need for rest among KMB's staff, and someone had to set the record straight for the TPDC.

135. Mr. MAN Nim-chi, the Vice-chairman, asked the TD to bear in mind the above reply. It meant that if any bus routes in Tai Po District had to be re-routed to other districts in the future, the TD had to carry out consultation in the annual Bus Route Planning Programme. Such bus routes included the ones that the TPDC had been striving to operate in the past 20 years or so for travelling to such places as East Kowloon, Tseung Kwan O, Tuen Mun, Yuen Long and Tin Shui Wai, etc. In addition, he opined that the TD was turning a blind eye to the dispute between the TPDC and the NDC over the bus resources of route 74D.

136. The Chairman said that as the TD's staff divided their responsible areas rather clearly, he hoped that the officers-in-charge of different areas could enhance their communication.

137. Mr. YIU Kwan-ho would like to find out the routing of route 274, and asked whether the route would travel along Chong San Road. If yes, was it possible to provide a stop on Chong San Road. He also asked whether the department had studied the suggestions put forward by the NDC so as to allow North District residents to travel to and from the Science Park.

138. Mr. CHOW Yuen-wai's comments and questions were as follows:

- (i) DC Members were concerned about bus drivers' needs for rest and meals, and opined that KMB should make the proper arrangements. He would like to find out the arrangements at Kau Lung Hang Bus Terminus at present.
- (ii) The time of the first departure of route 74D had earlier been moved forward to 8 a.m. At present, however, it had gone back to 9 a.m., which could not benefit the residents who went to work in the morning. He hoped that KMB would consider ways to improve the services concerned, so as to make good use of the resources to bring more benefits to the villagers and increase passenger volume.
- (iii) The NDC and the TPDC had to enhance their communication and discuss other traffic routes and supporting facilities, so that the TD and KMB could meet the needs of the residents in both districts altogether or respectively, instead of turning the discussion into disputes.

139. Mr. WU Yiu-cheong thanked the TD for stating clearly that it disagreed with the proposal to extend route 74D to Wah Ming. Although he did not agree with the proposal either, he understood the underlying reasons as there were not enough bus services in every district. To the residents in the rural areas of Tai Po, bus services to and from the urban areas were particularly important. Therefore, he hoped that the dispute would be settled after the department had expressed its stance. Regarding the comment that the resources of route 74D should be used more properly, he opined that route 74D was a route that served Tai Po residents using the resources in Tai Po District. As such, it was advisable to explore its potential passenger volume in Tai Po District so as to make good use of the resources. At present, the passenger volume of route 74D still had room for development, given that its first departure was at 9 a.m., which could not meet the needs of those who went to work. Furthermore, the routing of routes 74D and 74X in Tai Po town centre overlapped completely. If the two routes could be separated and entered Tolo Highway from Wan Tau Tong and Lai Chi Shan instead of Kwong Fuk Roundabout, he believed that more new passengers would be attracted (such as the residents in Wan Tau Tong, Classical Gardens and Lai Chi Shan). He believed that the bus resources could be used more appropriately by improving the routing in the district, making diversion and exploring new sources of passengers. He hoped that the department and KMB would respond to whether they would consider DC Members' proposals, which could increase the passenger volume of route 74D, thereby optimising the use of the route and benefiting Tai Po residents.

140. Mr. YAM Kai-bong's comments and questions were as follows:

- (i) He believed that all residents and DC Members in every district gave priority to the well-being of the public. As such, they had put forward various comments and suggestions to improve traffic. As a TPDC Member who put Tai Po first, he had reservations about the proposal to extend route 74D. Routes 74B, 74C, 74D and 74E all used the resources of route 74X. Meanwhile, to a certain extent, route 74X had more resources than 74E, which provided only three outbound trips in the morning and one return trip in the afternoon. Therefore, the department had to consider ways to enhance the route so as to attract more passengers and boost efficiency. Many residents in Tai Po would like to take the bus, but did not want to walk to Tai Po Centre to take the bus to Kwun Tong. Moreover, it was not very efficient for route 74A to travel from Tai Wo to East Kowloon and Wong Tai Sin. Therefore, he asked whether route 74D could serve these passengers. Meanwhile, many passengers waited for route 74C at Tai Wo Service Road West, Tai Wo and Classical Gardens in the morning. He hoped that his views could serve reference purposes when the TD and KMB re-arranged the routes in the future, so that the residents in both rural and urban areas could use the bus services bound for East Kowloon. There was a high demand for the bus services from Tai Po to East Kowloon. Route 74X used to be a route with the greatest number of passengers and buses in KMB, and had currently been divided into several branch routes. He hoped

that these routes could be improved by, for example, setting up more bus stops and providing two-way section fares. The fare of route 74D was \$14.8 for the whole journey. Although the road section from Kwun Tong to Pak Shek Kok took up just about two-thirds of the bus journey, passengers who alighted at Pak Shek Kok still had to pay the full fare. Furthermore, passengers who took route 74D from Pak Shek Kok to Tai Po town centre had to pay about \$4 more than those who took route 74X, which was unreasonable. Therefore, he suggested providing two-way section fares. The department and KMB had to consider ways to enhance and re-arrange the routes concerned to meet the public's demand for different places of departure and destinations.

- (ii) To his understanding, the buses of route 74D pending departure were parked on Ming Yin Road. He opined that the well-being of bus drivers deserved attention. As such, facilities such as toilets had to be provided there. He hoped that KMB could improve the facilities in the future for drivers to have meals and take a rest. In addition, he also hoped that the TD and KMB would think about how to improve the traffic on Tai Wo Service Road West and enhance the role of route 74X, while considering the possibility of splitting the routes in the future.

141. Mr. Richard CHAN would like to find out the reasons why the proposal to allow route 74B to enter Lam Tsuen had been shelved eventually.

142. Mr. YIU Yeuk-sang's comments and questions were as follows:

- (i) When the department received Tai Po-related agenda items proposed by the NDC, why did it not inform the TPDC?
- (ii) When the department had completed the feasibility study and found the proposals infeasible, it meant that the department had never informed the TPDC during the numerous procedures it had undertaken. He asked whether the department would endorse the proposals without the TPDC's knowledge if the proposals were found to be feasible.
- (iii) He would like to invite the NDC to send representatives to attend the next meeting.

143. Mr. KUNG Wing-chun responded as follows:

- (i) KMB had noted Members' views. He said that KMB was always highly concerned about the well-being of bus drivers.
- (ii) Regarding the operation of routes, KMB would consider whether the facilities at bus terminuses could increase operational efficiency and meet the needs of bus drivers. Due to the constraints from the geographical and surrounding environment, it was not

possible to provide the facilities necessary for bus terminuses near Kau Lung Hang Bus Terminus. However, KMB would use appropriate administrative means to provide bus drivers and workers with sufficient time and suitable places for rest so that they could be well prepared for the upcoming journey. If there were suitable places for enhancing operational facilities in the future, KMB would consult the DC and discuss with the TD for further reviews.

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

- (i) Members had different views about route 74X or the bus services in Tai Po District provided by KMB for travelling to East Kowloon. KMB was very willing to listen to Members' views on how to conduct an overall review of route 74 series and enhance the services concerned, and would take follow-up actions.
- (ii) The previous proposal to allow route 74B to enter Lam Tsuen had been shelved as the problem of buses turning around in Lam Tsuen had not been resolved at that time. KMB would continue to explore ways to enhance the services of the entire route 74 series in the future.

145. Ms. Flora MA responded as follows:

- (i) Regarding whether there was any mechanism for a DC to require other DCs to notify it whenever the latter proposed agenda items about its district, she might have to ask the Chairman to respond to the issue. She reiterated that the bus route concerned had not been modified in the end. If there were any changes, the TD would definitely consult the DC concerned.
- (ii) The TD had reviewed the departure time and stops of route 74 series. However, as the routing of route 74 series covered a number of districts, including Tai Po, Kwun Tong and Wong Tai Sin, the department had to discuss the bus stop arrangements with the personnel in charge of Kowloon region. It would also explore ways to adjust the routing and journey time, and discuss the departure time with KMB.

146. Mr. MAN Nim-chi, the Vice-chairman, objected to the extension of route 74D. He hoped to obtain more information if there were any changes to bus services in the future. The DC had been working hand and hand with the department for years to operate a number of new routes heading to various districts. Therefore, he hoped that more resources would be obtained by using the wisdom of DC Members.

147. Mr. HO Wai-lam objected to the extension of route 74D. He opined that resources were in short supply in every district. As such, districts should not scramble for resources against each other, but discuss with the TD and KMB to strive for more resources for their own.

148. The Chairman said that DC Members used to think from the perspective of their own districts and strive for benefits for their districts. However, he was not happy to see such a situation. Similar situations had taken place for both route 73B and cross-harbour routes, which might cast doubt on other districts as to why there was no communication between the districts. Therefore, a proper communication mechanism had to be established. He did not agree to ask the NDC to attend the meeting. He suggested convening a joint meeting attended by the TTCs of the NDC and the TPDC, and said that the Chairman and Vice-chairman of the TTC under the NDC had agreed to attend it. Therefore, he asked all TTC Members to have a candid discussion on this issue and future routes. In the long run, he opined that a joint meeting could be held every two months or six months. The Sha Tin District Council could also be invited, with a view to establishing a long-lasting mechanism and addressing common problems. He asked Members about their views on the afore-mentioned suggestions.

149. Mr. Richard CHAN cited Mr. YAM Kai-bong's remark that "the liberation of the DC was not about liberating the seats only, but also about changing old habits". He understood that different districts had different ways to allocate resources. However, the refusal to give advance notice to the TPDC on the grounds of drivers' well-being could be regarded as an old habit. There might be overlapping of resources between districts. As such, it was desirable to hold joint meetings as they might bring about synergy. He hoped that the DCs could change its old habit of minding their own business, and strive for the well-being of residents while showing mutual respect.

150. Mr. WU Yiu-cheong agreed with the afore-mentioned suggestions put forward by the Chairman, and thanked Mr. YIU Yeuk-sang for the willingness to express his views. DC Members had got used to the fact that only one or two out of ten proposals were accepted by the department. As such, they had acquired a bad habit of putting forward numerous suggestions without considering their feasibility. In this DC term, many DC members and DCs could co-operate. Moreover, this incident had provided an opportunity for everyone to communicate and discuss the bus routes that overlapped or affected other districts. Only by such co-operation could the problem be resolved and the public be benefitted.

151. Mr. Nick LAM agreed that it was necessary to overhaul the way of communication among the DCs. The DCs used to scramble for resources probably because of political rivalries. However, as most DCs were currently dominated by democratic DC Members, problems could be resolved through negotiation and co-operation.

152. Mr. YIU Kwan-ho agreed with the Chairman's suggestions. He opined that the DCs should reach the greatest consensus through co-operation, so as to ask the department and bus company to provide more resources for the districts. As North District, Tai Po District and Sha Tin District shared the same road leading to Kowloon and Hong Kong Island, they should discuss the issue together. He said that, for example, Pak Shek Kok was closer to Ma On Shan and Sha Tin in terms

of geographic location, but it fell into Tai Po District in terms of constituency. Therefore, the two DCs should co-operate in various issues.

153. Mr. MAN Nim-chi, the Vice-chairman, agreed with the Chairman's suggestions. Before the meeting, he had communicated with the Chairman along with the Vice-chairman of the TTC under the NDC. They opined that Members at the meeting were unhappy as it was not the first time they had encountered this situation. He hoped that Members would be informed of any changes beforehand in the future, instead of allowing other DCs to put forward their suggestions unilaterally. This practice was not healthy, and he would be happy to act as a bridge of communication.

154. Mr. YIU Yeuk-sang said it was not that he was not willing to communicate, but some DC Members had attempted to revise the bus routes in his constituency without giving him prior notice while currently claiming that such a behaviour was merely an old habit. He opined that this practice was abnormal and had to be changed. The DC Members who put forward the suggestions should have contacted some Members at the meeting but had not done so. As such, he wondered if there was any miscommunication between them.

155. Mr. CHOW Yuen-wai agreed to hold joint meetings or maintain regular communication, and opined that all DCs had only minded their own business and focused on the needs of their own districts in the past. He believed that what the Chairman meant to say was that whenever similar situations arose, if they had to invite Members of other DCs to the TPDC's meetings or discuss every Tai Po-related issue proposed by other DCs, there would be certain difficulties in execution. However, proposals put forward without communication would have an adverse impact on residents. He did not know that NDC Members had made the request concerned. In addition, as there was so much traffic connection between Tai Po District and North District, if both DCs could establish a communication mechanism rather than attack each other, they could strive for resources and collect public opinion together, thus enabling the TD and KMB to understand the district demand.

156. Mr. YAM Kai-bong said that the situation today could result in arguments due to misunderstandings, or become an opportunity for regular co-operation. He also indicated that even without the situation today, they should also maintain regular communication with Sha Tin District and North District, both of them bordering Tai Po District. He said that Pak Shek Kok, for example, was adjacent to the Science Park, whereas Tai Wo Service Road West was adjacent to Queen's Hill and Wah Ming Estate in Fanling. However, these places fell into different administrative districts, among which the traffic was highly connected and various resources were shared. As such, the views from neighbouring districts had to be consolidated so as to draw up a convincing plan. By doing so, the bus company and TD could listen to the most suitable views and make adjustments accordingly. He understood that DC Members were under pressure and attack due to this incident. However, similar incidents could occur not only between DCs, but also between constituencies within the same DC. He said that, for example, at the third, fourth and fifth meetings of the TTC and the Working Group on Provision of Public Bus and Minibus Services, DC Members had got into

endless arguments about the provision of additional routing of route A47X. In the past, democratic and pro-establishment DC Members used to have some co-operation in transport services. However, they could not continue the co-operation as the pro-establishment DC Members had ignored the views of democratic DC Members at that time. He hoped that DC Members could look at this matter in a positive manner by turning misunderstandings into opportunities, thereby promoting regular co-operation in order to facilitate the improvement to the traffic in Tai Po District and the entire New Territories North.

157. Mr. MAN Nim-chi, the Vice-chairman, cited Mr. CHAN Cho-leung, a former DC Member, who said that buses only travelled past the periphery of Tai Hang and Nam Wa Po and left via Fanling Highway as both parties had not communicated before the route planning. As such, he hoped that there would not be any similar incidents in the future. He opined that DC Members ought to strive for the well-being of their own constituencies. He was concerned about the issue as there was demand for outbound transport among the residents. He hoped that all DC Members could strike a balance in every aspect.

158. The Chairman asked the Secretariat to invite TTC Members of the NDC to meet TTC Members of the TPDC to have communication about their demands and formulate a long-term co-operation mechanism, but the representatives of the department and the bus company did not have to attend. He said that he was just describing the operation mode of the previous DC, and he meant no harm. He hoped that the issue could be dealt with more properly in the future. Between 2004 and 2008, the TTCs of Tai Po and North District had been chaired by democratic DC Members as well, and the two DCs had held joint meetings to settle conflicts. He hoped that there would be a more ideal co-operation mechanism in the future. He continued that although he and some Members came from the same political party as the NDC Members who put forward the suggestion, they did not know that their NDC counterparts would do so beforehand. He opined that he had handled the matter in an impartial manner and had nothing to be ashamed of. Moreover, he was striving for benefits from the perspective of Tai Po residents. If DC Members could discuss in a peaceful manner, they might be able to come up with a win-win solution.

VIII. Matters regarding the transport facilities on Tai Wo Service Road West

(TPDC Papers No. TT 34/2020, No. TT 34A/2020, No. TT 35/2020, TT 35A/2020, No. TT 36/2020, No. TT 36A/2020, No. TT 37/2020 and No. TT 43/2020)

159. The Chairman welcomed Mr. TAM Kin-sang, Sam, Senior Engineer / 13 (North) of the CEDD; Mr. PANG Hiu-fung, Engineer / Tai Po 3 of the TD; Mr. NG Yu-ting, Ivan, Engineer 2 / Tolo Highway of the HyD; and Mr. LEUNG Man-him, Eric, Senior Resident Engineer of Hyder-Arup-Black & Veatch Joint Venture to the meeting for the discussion of this agenda item.

160. Mr. Richard CHAN outlined TPDC Paper No. TT 34/2020. He mentioned the junctions that he would like the department to pay extra attention to, including the junction between Wai Tau Tsuen and Tai Hang Village leading to Connaught Garden, and the junction between Tai Hang Village and Wo Hap Shek Interchange, namely the junction at Prosperous Villa.

161. Mr. Sam TAM said that he was mainly responsible for the works of Fanling Bypass. The works would be launched at Tai Wo Service Road West in late 2020, and were mainly located at about 400 to 500 metres north of the footbridge in Ho Ka Yuen, not the junctions mentioned by Mr. Richard CHAN.

162. Mr. Ivan NG said that the widening of Fanling Highway between Tai Hang and Wo Hop Shek Interchange – Stage 2 started in July 2013. The dual four-lane traffic was officially opened in August 2019, and the speed limit on the road section concerned on Fanling Highway was increased to 100 kilometres per hour on 1 January 2020. At present, the HyD's contractor was proactively carrying out the remaining works, including those on Tai Wo Service Road West. The works included installing permanent traffic signal facilities, constructing pedestrian crossings and carrying out landscaping works. The widening works changed the dual three-lane traffic to dual four-lane traffic. As the original Tai Wo Service Road West had to be re-provisioned and re-routed, the department would work out the detailed design according to the current road design standards and environmental ordinances. The consultant company would work out the design according to the actual condition of the junctions and set up noise barriers at suitable locations. The department would also re-provision a number of pedestrian crossings along Tai Wo Service Road West for the public to use the bus stops located somewhere nearby or on the opposite southbound lane leading to Tai Po. The re-provisioning works on Tai Wo Service Road West would be completed soon, and the road condition would be improved after the works were completed. Meanwhile, the resident engineers would closely monitor the road condition of Tai Wo Service Road West upon the completion of the re-provisioning works. Improvement measures would be implemented where necessary, so as to ensure the safety of motorists and pedestrians.

163. Mr. PANG Hiu-fung said that he would be happy to conduct on-site inspection with Mr. Richard CHAN at the junction he had mentioned.

164. The Chairman asked Mr. Richard CHAN to follow up on the issue concerned with the department after the meeting, and hand it over to the Working Group on Improvements to Major Roads for further follow-up actions.

165. Mr. Richard CHAN outlined TPDC Papers No. TT 35/2020 and No. TT 36/2020.

166. Mr. Jeff TAM said that he would provide information on the progress of the construction of covers at the re-provisioned bus stop after the meeting.

167. Ms. LEUNG Wing-yin, Tiffany said that she would arrange for the staff of the Works Section or Liaison Officers of the TPDO to conduct on-site inspection with Mr. Richard CHAN after the meeting to examine the construction of covers and other improvement works in the villages. By doing so, they could find out whether the problems could be resolved by district minor works projects or other methods.

168. Mr. TSUI Yik-fuk said that the HKPF would send officers to inspect the junction in Nam Wa Po to find out whether it was located on government land or private land, and would take law enforcement actions as appropriate.

169. The Chairman asked the HKPF to contact Mr. Richard CHAN after the meeting to conduct on-site inspection together.

IX. Matters on improving the transport facilities in Lin Au
(TPDC Paper No. TT 38/2020 and No. TT 38A/2020)

170. Mr. Richard CHAN outlined TPDC Paper No. TT 38/2020.

171. Ms. Flora MA report on TPDC Paper No. TT 38A/2020, and asked the traffic engineer of the department to provide supplementary information on traffic safety.

172. Mr. PANG Hiu-fung said that Shek Lin Road was not under the purview of the TD. When the department's staff carried out on-site inspection there the previous Wednesday, they found that Shek Lin Road was so narrow that only one vehicle could go through at a time. When a wider vehicle (such as a minibus) was going through, pedestrians had to dodge to the side and were put in danger to a certain extent. In addition, as there was no passing bay on the road section concerned, if a vehicle encountered another vehicle approaching from the opposite direction, it had to reverse to a wider area for the opposite vehicle to pass through. From the perspective of traffic safety, the department considered the road section concerned unfit for minibuses for the time being.

173. Mr. Richard CHAN said that due to the lack of road and transport facilities, the area concerned was inhabited by relatively few people, which was also the reason for the lack of other facilities. He opined that minibuses did not have to enter the village but only had to stop at Lin Au Rainshelter as it was more spacious. He hoped that the TPDO would explore ways to improve the rural roads concerned. After the roads were improved, it could increase the population there and provide additional facilities. He also suggested handing this issue over to the Working Group on Improvements to Major Roads for follow-up actions.

174. Ms. Tiffany LEUNG welcomed Mr. Richard CHAN to contact the Works Section and Liaison Officers of the TPDO after the meeting for on-site inspection.

X. Matters on improving traffic safety and the visitor parking facilities in Ng Tung Chai

(TPDC Paper No. TT 39/2020 and No. TT 39A/2020)

175. Mr. Richard CHAN outlined TPDC Paper No. TT 39/2020. He added that many hikers walked up the hill along the carriageway. However, the road there was dilapidated and winding, with a lot of vehicles passing by. As such, he suggested that it would be more appropriate to turn the junction of Chai Kek Road into an entrance to the hiking trail and set up clear signs.

176. The Chairman said that he had suggested turning the junction of Chai Kek Road into an entrance to the hiking trail some ten years ago so as to make it more convenient for hikers. However, as there were not any signs in the vicinity, he asked the TPDO to explore whether it could take any follow-up actions.

177. Ms. Tiffany LEUNG said that the TPDO was aware that some road surfaces in Ng Tung Chai were rather dilapidated, and there were not enough passing bays. As such, it planned to carry out road resurfacing works and provide a passing bay there in late 2020 or early 2021. For years, residents had been requesting to improve and widen the road section concerned. However, as the road section was rather narrow, few positions were suitable for setting up a passing bay. The Works Section and Liaison Officers of the TPDO would be pleased to carry out on-site inspection with DC Members. Apart from the planned projects, Members could also put forward other views by then, and the TPDO would also consult the departments concerned accordingly.

178. Mr. TSUI Yik-fuk said that many members of the public went hiking on holidays due to the epidemic. However, as there were not any parking spaces at the entrance to Ng Tung Chai, many people parked their vehicles illegally for the sake of convenience. In March and April, there were a total of five complaints about traffic obstructions in Ng Tung Chai. The HKPF had sent officers to the scene to initiate prosecution and look for the vehicle owners, who were then asked to drive their vehicles away. As there was a lot of private land in the area concerned, the HKPF had certain difficulties in taking law enforcement actions. As such, it would deploy additional manpower to take actions there accordingly.

179. Mr. Richard CHAN said that as the HKPF had difficulties in taking law enforcement actions on private land, he and Mr. LAM Yick-kuen would be very happy to provide assistance.

XI. Matters arising from the 2nd meeting in 2020 of the TTC on 27 April 2020

(TPDC Paper No. TT 40/2020, No. TT 40A/2020 and No. TT 40B/2020)

(1) Request for more parking spaces in Tai Po

180. Ms. Summer LEE outlined TPDC Paper No. TT 40A/2020 regarding the department's reply on the provision of more parking spaces in the district.

181. Mr. MAN Nim-chi, the Vice-chairman, indicated that some members of the public suspected someone was using the slope near Chung Nga Road in Nam Hang illegally. In this connection, he had asked the Lands Department ("Lands D") and CEDD, but had not received any reply yet. At the previous TTC meeting, he had suggested the TD consider building a car park near the slope concerned. Just earlier, however, Ms. Summer LEE had only mentioned that the department would provide public parking spaces at government, institution or community ("GIC") facilities and public open space. He asked whether the department could designate the land in "green areas" as car parks, or it had to wait for the Lands D or the CEDD to designate the afore-mentioned land as GIC facilities and public open space before further designating them as car parks. He said that there was a shortage of parking spaces in Tai Po North, and the illegal parking problem on Chung Nga Road would still be serious after the completion of Area 9 in Tai Po. That was why he put forward the suggestion.

182. Mr. Richard CHAN said that designating the government land on Shan Tong Road as public car parks could align with the Park & Ride Scheme of the MTRCL. In addition, there was a sizable idle land in Kau Liu Ha near Lam Tsuen Roundabout (namely the location of the public transport interchange initially proposed by Members to the department). As the department would not consider constructing a public transport interchange on the land concerned, he suggested constructing a car park instead, which could address the shortage of parking spaces and meet the demand for parking spaces during the Well-Wishing Festival in Lam Tsuen every year. As other government departments were applying for converting the use of the land to other short-term purposes, he asked the department to consider his suggestion as soon as possible. In late 2020, Tai Ping Ching Chiu, a quinquennial event, would also be held in Tai Hang Tsuen, thus creating a transport demand at that time. As such, he opined that the construction of large-scale parking spaces on the land concerned and the provision of feeder bus services would benefit the overall transport in Lam Tsuen Valley.

183. Mr. YIU Kwan-ho said that according to TPDC Paper No. TT 40A/2020, the TD was exploring the possibility of designating on-street parking spaces on certain road sections. He asked about the length of the consultation period and the earliest implementation date.

184. Ms. Summer LEE responded as follows:

- (i) If the department considered that the land in "green areas" had potential for development, it would work with the departments concerned to explore ways to include public car parks. Although the land in "green areas" usually did not have potential for development, some other departments might still consider developing it.

Therefore, she would discuss with other departments whether the suggestion put forward by Mr. MAN Nim-chi, the Vice-chairman, was feasible.

- (ii) Regarding the enquiry of Mr. YIU Kwan-ho, the department had conducted a preliminary inspection of the road section concerned, and was preparing for the design plan, which would take about one month to be completed. Subsequently, the HAD would conduct a one-month consultation. Upon successful completion of the consultation, the HyD would draw up a works schedule for the works of on-street parking spaces. The implementation date of the works would be determined by then.

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

- (i) In addition to providing on-street parking spaces in the district, he also hoped that the department would draw up long-term measures by, for example, building a block of public car park with reference to Middle Road Car Park in Tsim Sha Tsui. He asked what procedures were required for building similar car parks.
- (ii) Regarding the provision of public parking spaces at GIC facilities, the department could consider using Tai Po Depot of the Food and Environmental Hygiene Department ("FEHD"), which was a venue for the FEHD to manage its vehicles. Although he had not consulted the FEHD about this proposal, he knew that it was not likely to be accepted. However, he found that there were some idle parking spaces in the depot. As such, he opined that those parking spaces could be open for use by the public when the FEHD's staff was on duty. To his knowledge, the car parks at Tai Po Government Offices and Sha Tin Government Offices were also open for use by the public in certain time periods.
- (iii) He asked about the total number of private vehicle parking spaces for the public (except those for government vehicles) so that he could compare it with the number of parking spaces in other districts, and adjustments could be made if necessary.
- (iv) He opined that the provision of on-street parking spaces alone could not resolve the illegal parking problem on Chung Nga Road. In addition, after the completion of Area 9 in Tai Po, the shortage of parking spaces would be even more serious, and Chung Nga Road would still be heavily congested. He had on many occasions asked the HKPF to deal with the illegal parking problem. However, relying on law enforcement actions alone would be counter-productive.

186. Ms. Summer LEE responded as follows:

- (i) The TD no longer built standalone car parks at present. Apart from incorporating various elements into development projects in line with the principle of "single site,

multiple use” adopted by the Government, the department believed that putting a large number of parking spaces into a single location might not encourage the public to fully utilise them. For instance, some remote parking spaces were not used by anyone at all. Therefore, the department hoped that parking spaces could be evenly distributed in every part of the territory so that they could be fully utilised.

- (ii) As at the end of April, the private car parks, government car parks, short-term tenancy car parks and on-street parking spaces in Tai Po District provided a total of 29 503 private vehicle parking spaces out of about 32 000 parking spaces of all kinds.

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

- (i) Although he agreed with the idea of optimising the use of land with the principle of “single site, multiple use”, he opined that the TD did not make good use of the completed GIC facilities in the district to provide public parking spaces, nor did it consider DC Members’ previous proposal to build extra storeys of car parks in various development projects, including Po Heung Estate, the swimming pool at Area 1 in Tai Po, Dai Fat Street at Area 33 in Tai Po, and the sports ground at Area 6 in Tai Po.
- (ii) He opined that in addition to providing more private car parking spaces in the district, the department had to provide more parking spaces for other vehicles, such as goods vehicles, medium goods vehicles, heavy goods vehicles, commercial vehicles, coaches and motorcycles. He indicated that some large goods vehicles were parked on Ting Kok Road and Yuen Shin Road every day. As there were no car parks nearby for the parking of these vehicles, motorists had no choice but to park their vehicles on the roads where they would cause less obstruction to the overall traffic.

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

188. Ms. Summer LEE reported that she had earlier clarified the land rights issue with the Lands D, and asked them to re-designate the land of the LCSD for the TD to set up a taxi stand. However, the TD had noted the previous week that the LCSD and the HyD had objected to the captioned works at the meeting. Therefore, she would contact the LCSD to find out the details as soon as possible.

189. Mr. YIU Kwan-ho said that the captioned works had been discussed at the pervious DC term. Many residents waited for taxis next to the petrol filling station on Kwong Chun Street every night. As such, he would also like to know the reason for the LCSD to object to the captioned works, and asked whether it was necessary to have a meeting with the LCSD so as to address its concerns.

190. The Chairperson said that Ms. Summer LEE could invite the LCSD and other departments

concerned via the Secretariat to inspect the location together if necessary, and examine whether a taxi stand could be set up without using the LCSD's land.

191. Ms. Summer LEE said that the LCSD's frontline staff responsible for the works concerned had been posted out, and the successors were apparently unaware that their doubts over the works had been cleared. The TD was currently liaising with the LCSD's staff members who had been following up on the works concerned over these years for further discussion.

(3) Concerns over illegal parking in Tai Po District

192. Ms. Summer LEE outlined TPDC Paper No. TT 40A/2020 regarding the department's reply on the illegal parking problem in Tai Po District.

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

- (i) Tai Po Police District had issued a total of 9 995 fixed penalty notices in April 2020, representing an increase of about 3.2% as compared with the figure in March.
- (ii) The HKPF had set three objectives of the handling of traffic issues, including (1) Minimising casualties arising from traffic accidents: The HKPF would send officers to inspect expressways and transport hubs, especially Kwong Fuk Roundabout, Tai Po Tai Wo Road and Yuen Shin Road during peak hours, so as to remove the obstructing vehicles when there were traffic accidents or vehicle breakdowns, and to prevent traffic accidents and deal with non-compliant vehicles immediately; (2) Ensuring smooth road traffic: During peak hours, the HKPF would make every effort to ensure that no illegally parked vehicles would cause traffic congestion at major locations and the roads near MTR stations and bus stops; (3) Regarding the traffic problems and the locations with serious illegal parking problems mentioned by Members at the previous meeting, the HKPF would deploy manpower to take stringent law enforcement actions continuously and initiate prosecutions more frequently at the locations concerned, so as to improve the traffic conditions there.

194. Mr. Richard CHAN would like the HKPF to submit a written report on the number of prosecutions against illegal parking in Tai Po District.

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

- (i) He had inspected Tycoon Place on Lo Fai Road with the TD's staff the previous week to examine whether it was possible to set up bollards on the pedestrian way next to the roundabout there, so as to prevent engineering vehicles from being parked there

illegally. In this connection, he asked the department about the feasibility and progress of this proposal.

- (ii) Although the prosecution actions taken by the HKPF on Lo Fai Road were quite effective, and the number of illegally parked vehicles had decreased, the deterrent effect was limited for motorists involved in illegal parking. There was a security guard at the construction site at the end of Lo Fai Road near Tycoon Place. When the HKPF was taking law enforcement actions, he would use a walkie-talkie to remind motorist to drive their vehicles away. In this connection, he asked whether the HKPF had any solutions.

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

- (i) At the previous TTC meeting, Mr. TSUI Yik-fuk had said that the illegal parking problem on Fuk Wo Road was not very serious. However, when she carried out an on-site inspection with the TD's engineers earlier, she found that the area concerned was always full of illegally parked vehicles. Ambulances had to go through the emergency access on that road section before carrying out rescue operations. However, as the illegally parked vehicles were occupying one of the lanes, vehicles on that road section could only travel in one way, and it was difficult for ambulances and fire engines to enter.
- (ii) The illegal parking problem at the petrol filling station on Kwong Fuk Road was also very serious. She also did not know how to deal with the motorcycle which had been parked there for a long time. She speculated that the motorcycle might be an abandoned vehicle.
- (iii) Although the HKPF had taken law enforcement actions in a proactive manner, the illegal parking problem on Tai Po Tau Road and Old Market persisted as usual, and the situation was still serious.

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

- (i) As the HKPF had been taking law enforcement actions on Kwong Fuk Road recently from time to time, the situation of illegal parking had somewhat improved.
- (ii) The illegal parking problem on On Fu Road and Shung Tak Street was still serious. As there were bends on these two roads, vehicles parked illegally on the bends would obstruct large vehicles such as buses and goods vehicles. As such, he asked the HKPF to step up law enforcement actions on the above roads.
- (iii) Some minibuses were parked on the opposite of Wai Yan Street bus stop from time to time. Some members of the public had also complained that someone had placed traffic cones there. He asked how the HKPF would deal with such situations.

198. Mr. CHOW Yuen-wai said that the illegal parking of private vehicles was serious near the T-junction of Mui Shu Hang Road next to Parc Versailles. Traces of diesel oil was covering the road surface there and had affected the road condition. Therefore, he asked the HKPF to step up the law enforcement efforts. A similar situation could be seen at the village entrance on Shui Wai Road as well. As the TD had stated that it would draw double yellow lines there, he asked about the progress concerned.

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

- (i) Regardless of whether there were any social movements, the HKPF always stated that it did not have enough manpower to deal with the illegal parking problem. He opined that social movements did not take place every day. If the HKPF could not deploy police officers to deal with the illegal parking problems on Saturdays and Sundays only, he could understand it. However, if there were no police officers to deal with the problems even on weekdays, it meant that police officers had nothing to do on weekdays.
- (ii) He opined that the HKPF's law enforcement operations in the past six months or so were so perfunctory that they could not resolve the illegal parking problem in the community. In addition, illegal parking also gave rise to noise problems as vehicle horns were honked continuously. He had pointed out that the illegal parking problem at Tai Po Centre, On Pong Road and On Tai Road was so serious that even a police officer living in Tai Po Centre had complained to him. However, he could only reply that the HKPF did not deploy officers to take law enforcement actions there, and the problems could not be resolved accordingly. It had rendered the complainant speechless.
- (iii) He opined that if the HKPF was not proactive in prosecuting the illegally parked vehicles, its efforts would not produce any outcome even if it deployed patrol vehicles every hour. He also opined that it took time to tow away the illegally parked vehicles. However, if there were genuine needs, it would be necessary to do so.
- (iv) Even if Members reflected the illegal parking problem at the meeting on a regular basis, there had not been any improvement so far.
- (v) After the commencement of social movements, the HKPF had deployed police officers to take up the duties relating to social movements. Subsequently, they had resumed their original duties, but the HKPF still did not deploy any police officers to deal with the illegal parking problems. At present, the HKPF had once again deployed these officers to take up duties relating to social movements.
- (vi) He had just noticed at Tai Po Complex that several police officers were taking law enforcement actions in a perfunctory manner. Even if there was traffic congestion

on Wan Tau Street, Heung Sze Wui Street and Po Heung Street, and the police officers were standing right on Heung Sze Wui Street, they did not take any actions. Therefore, he opined that if the HKPF prosecuted only one or two illegally parked vehicles in every law enforcement operation, it could be considered as doing a perfunctory job with no deterrent effect.

- (vii) Yata Shopping Week would be held from 28 May to 2 June, when the traffic would definitely be more congested. The HKPF used to take action during the shopping week to ensure smooth traffic at the inner streets of On Pong Road, Nam Wan Road, On Cheung Road and On Chee Road. Since 2019, however, the HKPF had claimed that there were not enough police officers due to the social movements, and therefore could not place traffic cones at the afore-mentioned road sections or deploy officers to take law enforcement actions there. Therefore, he expected that the traffic would definitely be congested at that time, with vehicles honking their horns continuously. No matter how the public complained to the HKPF, the HKPF would not send any officers to take action.
- (viii) Police officers, whether patrolling or staying on police vehicles, were duty-bound to deal with the afore-mentioned problems. That was why the TTC invited the staff from the Operations of Tai Po Police District to attend the meetings on a regular basis. Based on what he had seen, only the police officers responsible for dealing with illegal parking would deal with the problem, while other police officers would turn a blind eye to it. However, if the illegally parked vehicles were obstructing police vehicles, the police officers concerned would instruct the motorists to give way to police vehicles. He had never seen any police officers who had put in huge efforts to deal with the illegal parking problem. As such, he asked the HKPF to put forward specific measures to resolve the illegal parking problem in the district. If there were no such measures, it would be meaningless for the HKPF to report on the number of prosecutions at the TTC meetings on a regular basis.

200. Mr. LAM Yick-kuen said that the illegal parking problem in the rural areas in Tai Po was very serious, mainly because of insufficient parking spaces. Meanwhile, the situation was the same in Tai Po town centre, especially Tai Po Market and Tai Po Centre, where vehicles were even parked on roads marked with single and double yellow lines and often led to traffic congestion in the morning and the afternoon. Six months to a year ago, there had not been any illegally parked vehicles in some parts of the district, such as the area off Great Day Restaurant and Heung Sze Wui Street. At present, however, illegal parking could be seen there every day. As there was a bus stop and minibus stop nearby, and many people were waiting outside the restaurant, he was always caught up in traffic congestion whenever he drove past there. He said that the same situation took place on Kwong Fuk Road as well. As such, the HKPF had to step up its operations against illegal parking in places with traffic congestion. He asked whether traffic wardens who managed to prosecute illegally parked vehicles would receive extra remunerations, such as commissions. He

said that in London, for example, law enforcement officers who managed to prosecute illegally parked vehicles would receive extra remunerations, and that was why they took prosecution actions in a very proactive manner. In this connection, he asked the HKPF whether there was such a measure in Hong Kong at present. If no, the HKPF could consider referring to this approach.

201. Mr. HO Wai-lam said that although the HKPF had dealt with the illegally parked vehicles on Chung Nga Road, the situation of illegal parking was still very serious. Some vehicles were even parked across pedestrian ways, forcing pedestrians to walk on carriageways. He said that the HKPF would still have to step up its law enforcement efforts unless the TD could address the shortage of parking spaces in the district.

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

- (i) The illegal parking problem at the intersection between On Chee Road and On Cheung Road was the most serious from 10 a.m. to 6 p.m. every day. He had seen a number of illegally parked vehicles extending from the right turn of On Cheung Road to the opposite of Bank of China at Greenery Plaza on On Chee Road (the area on the left marked with double yellow lines). In this connection, he had called the vehicle owners to remind them, but was treated impolitely. As such, he could only contact the HKPF for further actions. However, to his understanding, the HKPF did not prosecute the vehicles concerned. Although he did not know why, he opined that it was not ideal. As the crossroad there was a transport hub for vehicles on their way to Tai Po town centre, the illegally parked vehicles there would obstruct traffic.
- (ii) There were also many illegally parked vehicles outside Treasure Garden and Li Fook Lam Indoor Sports Centre, as well as between Eightland Gardens and Tai Po Old Market Public School.
- (iii) He asked whether commercial vehicles could apply for using the passing bay opposite Hang Seng Bank at Fortune Plaza for publicity purposes. Although there was a sign that read "Vehicle waiting will be prosecuted without warning", he had seen various types of vehicles parked there. In the evening, the area concerned would become a place for urban taxis to pick up passengers heading to the urban area. He was not asking the HKPF to take stringent law enforcement actions there. However, the illegally parked taxis would obstruct the leftmost lane next to McDonald's outside Fortune Plaza. Meanwhile, as the traffic light at that junction gave priority to vehicles turning left, long vehicles that went straight would prevent buses from turning left. As such, the vehicles would have to wait until the next traffic light signal before proceeding, and traffic would be affected.
- (iv) New Territories taxis were often parked on Po Heung Street near McDonald's as if the area was a taxi stand.

- (v) In the vicinity of Bright Smart Securities on Kwong Fuk Road towards Kowloon, there were two lanes leading to Kowloon. After 8:30 p.m. every night, many urban taxis were parked on the left of the lanes. Meanwhile, as most buses had to pick up and drop off passengers on the leftmost side of Kwong Fuk Road, bus drivers had to drive from the left lane to the middle one. However, as not all vehicles gave way for buses to switch lanes, the journey time of the buses had increased.
- (vi) The illegal parking problem on Chung Nga Road was serious in the evening, but residents held different views about it. Non-motorists believed that illegal parking threatened the safety of road users, whereas motorists opined that they had no choice but to park their vehicles on Chung Nga Road due to the shortage of parking spaces in the district. Therefore, the HKPF had to consider the views of both parties when taking law enforcement actions.

203. Mr. AU Chun-ho said that when District Commander (Tai Po) attended the TPDC meeting on 5 May, at least two police vehicles were parked outside Tai Po Complex for the entire day, and some police officers were on standby on the police vehicles the entire day. As such, there was no illegally parked vehicles nearby on that day. It showed that the HKPF had enough resources. Therefore, he suggested the HKPF consider using similar methods to alleviate the illegal parking problem.

204. Mr. LAM Tack-ho, Alex said that the TD would consider installing bollards outside Tycoon Place to ensure the safety of pedestrians on the pedestrian way along Lo Fai Road. After the layout plan concerned was available, the department would carry out a consultation via Mr. SO Tat-leung and the TPDO.

205. Ms. Summer LEE said that the TD planned to replace parking meters later in 2020, when a mobile application would be rolled out for people to use in conjunction with parking meters. If necessary, the department should technically be able to share the usage and payment information with traffic wardens for reference. The departmental staff concerned could contact the HKPF after the meeting to study whether such an initiative could help with the HKPF's law enforcement efforts.

206. Mr. FAN Wai-ho responded as follows:

- (i) The HKPF attached great importance to the law enforcement actions against the illegally parked vehicles. Tai Po Police District had four teams of police officers responsible for prosecuting the illegally parked vehicles, including Control Division of New Territories North Regional Headquarters, Traffic Wing of Tai Po Police District, traffic wardens of Tai Po Police District, and Patrol Sub-unit of Tai Po District.
- (ii) The HKPF re-established the District Traffic Enforcement Team in March 2020 to deal with the illegal parking problem together. It had also launched the e-Ticketing

Pilot Scheme in Tai Po District to enhance the efficiency of its law enforcement efforts.

- (iii) The HKPF would disseminate information on the prosecution operations against illegal parking via Police Community Relations Office for DC Members' reference. Regarding a Member's opinion that police officers did not crack down on illegal parking and had nothing to do, he found this claim incorrect as Members were also aware that the HKPF was constantly prosecuting the illegally parked vehicles.
- (iv) Even if traffic wardens managed to prosecute illegally parked vehicles, they would not receive any extra remunerations. All fines would go to the Treasury.

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

- (i) Members understood that the shortage of parking spaces in the district was the reason for the serious problem of illegal parking. Meanwhile, the TD had also mentioned that there were only some 32 000 parking spaces in Tai Po District, which could not meet the additional demand.
- (ii) The HKPF had taken law enforcement actions on certain roads, where the situation of illegal parking had somewhat improved. However, even if the HKPF prosecuted the illegally parked vehicles, the vehicle owners concerned would still park their vehicles illegally somewhere else or at the same locations. He said that, for example, the HKPF had prosecuted 100 illegally parked vehicles on Chung Nga Road, and 30 of them might continue to be parked there illegally. As a result, Members might be mistaken that the HKPF did not take any law enforcement actions. In fact, the HKPF had done so at the afore-mentioned locations.
- (iii) The HKPF reviewed the law enforcement locations every day and never took law enforcement actions selectively.
- (iv) It was impossible for the HKPF to focus on only one location in its crackdown on illegal parking. Illegally parked vehicles existed in many places, including more than 80 roads. As such, law enforcement officers would continue to take law enforcement actions at different places. However, it was not possible for every law enforcement operation to be completed in a short period of time. Sometimes it might take one or two hours to prosecute all the illegally parked vehicles located at the same place. Therefore, the HKPF had certain difficulties in taking law enforcement actions.
- (v) Regarding the submission of written reports on the number of prosecutions against the illegally parked vehicles in Tai Po District, he said that as the figures concerned had to be verified by the Audit Commission, the figures he provided at the meeting in real time were more accurate.

- (vi) During the HKPF's law enforcement operations, if a person reminded other motorists involved in illegal parking to drive their vehicles away to avoid prosecution, the person was not regarded as violating the law. The law required law enforcement officers to adhere penalty notices to the illegally parked vehicles on the spot. Therefore, law enforcement officers were not allowed to issue penalty notices to the illegally parked vehicles before arriving at the scene. If motorist had driven away their vehicles before the HKPF officially initiated prosecution, the HKPF were also not allowed to issue penalty notices afterwards.
- (vii) He believed that the illegally parked vehicles might be parked illegally at the same location again after the HKPF had issued penalty notices. As it was difficult for the HKPF to stay long at the same location to take law enforcement actions, it could only enhance the frequency of its law enforcement actions to deal with the problem concerned.
- (viii) The HKPF had taken targeted law enforcement actions on Fuk Wo Road, the petrol filling station on Kwong Fuk Road and Tai Po Tau Road. As there were more illegally parked vehicles on Fuk Wo Road in the evening, the HKPF would increase the frequency of its law enforcement actions there. If the motorcycles at the petrol filling station on Kwong Fuk Road were abandoned vehicles, the HKPF would inform the Lands D, which would tow away the vehicles.
- (ix) The illegal parking problem on Kwong Fuk Road had somewhat improved. However, the situations on On Fu Road and Shung Tak Street were more serious than before, probably because motorists had parked their vehicles elsewhere after knowing that the HKPF took law enforcement actions there frequently. As regards someone who had placed traffic cones opposite the minibus stop on Wai Yan Street, he said that the HKPF did not allow any obstruction on the road. After the meeting, he would also ask the TD to request the minibus operator to remove the traffic cones concerned.
- (x) He had noted the serious illegal parking problem at Parc Versailles and Shui Wai Village.
- (xi) The HKPF noted that Yata Shopping Week was around the corner. On the first three days and the last day of the shopping week, the organiser would hand out tickets for shoppers to enter. The multi-storey car park there would provide 400 parking spaces, whereas other car parks would provide 200 parking spaces for the public. During the shopping week, the HKPF would deploy manpower in a timely manner and arrange for patrols more frequently to stop vehicles from parking on On Pong Road. As the above car parks would provide 600 parking spaces in total, the HKPF would suggest motorists park their vehicles there. In addition, law enforcement officers would decide whether to set up equipment at appropriate locations depending on the situations at that time.

- (xii) The HKPF would disseminate information on the prosecution operations against illegal parking via Police Community Relations Office for Members' reference.
- (xiii) The HKPF had no way to address the shortage of parking spaces.
- (xiv) The HKPF would step up its law enforcement efforts on Chung Nga Road. In addition, as public housing estates were being constructed at Area 9 in Tai Po, many large vehicles and private vehicles were parked illegally on Chung Nga Road in the evening. The HKPF had taken a number of law enforcement actions there. However, as the 600 to 800 parking spaces originally located at Hong Chi Pinehill Village no longer existed, vehicles were parked on Chung Nga Roads instead. If the HKPF took law enforcement actions on Chung Nga Road, the vehicles would be parked somewhere else.
- (xv) He noted that the illegal parking problem on On Chee Road and On Cheung Road was serious from 10 a.m. to 6 p.m. every day. The HKPF had taken law enforcement actions not only on On Chee Road and On Cheung Road, but also on On Ho Lane. Mr. MAN Nim-chi, the Vice-chairman, had said that the HKPF did not prosecute motorists who parked their vehicles illegally between the right turn of On Cheung Road and the opposite of Bank of China at Greenery Plaza on On Chee Road (the area on the left marked with double yellow lines). In this connection, he would remind law enforcement officers to take actions and enforce the law in a stringent manner. In addition, he opined that the TD could examine whether it was necessary to set up a taxi stand at the passing bay opposite Hang Seng Bank at Fortune Plaza. He also noted that some taxis were parked on Po Heung Lane (outside Watsons) and Kwong Fuk Road.
- (xvi) Due to limited manpower, it was difficult for the HKPF to park two police vehicles at every location to deter motorists from parking illegally.

208. Mr. AU Chun-wah said that as the HKPF had deployed police officers to take up duties relating to social movements, there was not enough manpower to deal with the illegal parking problem. However, as conflicts rarely arose, these police officers were only put on standby without any actual duties. That was why he believed that these police officers had nothing to do. He opined that the HKPF could arrange for these police officers to deal with the illegal parking problem, and immediately re-assign them to handle conflicts if there were any. He said that the HKPF had always mentioned the shortage of manpower. However, when District Commander (Tai Po) attended the TPDC meeting, the HKPF had sufficient manpower and police vehicles. Two police vehicles had been parked near Tai Po Complex for the entire day, and several teams of riot police had been deployed to patrol there, with a view to ensuring the safety of District Commander (Tai Po). He said that while the HKPF had allocated substantial resources for such a safe environment as the TPDC meetings, it failed to deploy standby police officers to deal with the illegal parking problem. That was why he opined that the HKPF should arrange for them to deal with the illegal

parking problem in the district or carry out other anti-crime operations when they were put on standby. In his opinion, the HKPF should no longer claim that the deployment of police officers for duties relating to social movements had led to insufficient manpower for other problems, and hence the need to apply for LegCo funding. He asked the HKPF to answer what duties these police officers had when they were on standby.

209. Mr. Richard CHAN said that he and some other Members had never received information from Police Community Relations Office regarding prosecution operations against illegal parking. As such, he asked the HKPF to take follow-up actions, and asked about the details of such information. In addition, he had complained to the Lands D more than 20 times about the problem of abandoned vehicles. He asked the HKPF which department was responsible for dealing with the abandoned vehicles parked at the free-of-charge metered parking spaces provided by the Government. Regarding the manpower shortage in the HKPF, he suggested the TTC write to the HKPF to ask for the provision of additional resources for the Traffic Wing of Tai Po Police District to ensure sufficient manpower for dealing with illegal parking.

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

- (i) He asked whether commercial vehicles could apply for using the passing bay opposite Hang Seng Bank at Fortune Plaza. If no, would the HKPF take law enforcement actions accordingly?
- (ii) He indicated that a 5.5-tonne goods vehicle collected cardboard opposite Chung Mei House on Chung Nga Road roughly between 11:30 a.m. and 5:30 p.m. every day, with its engine running.
- (iii) He hoped that the HKPF could take law enforcement actions at specific hours. More members of the public drove between 4:30 p.m. and 7:30 p.m. every day and parked their vehicles illegally on the roadside, causing especially heavy congestion during these hours. The situation at the crossroad between On Cheung Road and On Chee Road was particularly serious.
- (iv) On the road section from Luk Heung Lane to the garages, there was a red rimmed road sign alongside a rectangular sign that read "Except for access". He asked the TD about the meaning of those signs, and whether the HKPF could prosecute the vehicles parked there.

211. Mr. Nick LAM said that he agreed to allocate additional resources to the Traffic Wing of Tai Po Police District. However, they should only be used for deploying police officers from other departments of the HKPF to the Traffic Wing of Tai Po Police District, rather than for hiring additional staff.

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

- (i) Police officers deployed to other posts might be given different equipment. If they had to deal with the illegal parking problem, their district commander would examine whether it was suitable for the police officers to continue to carry the equipment concerned.
- (ii) Private vehicles and goods vehicles were generally allowed to be parked at non-restricted areas for pick-up / drop-off and loading / unloading activities. However, the vehicles which had obtained approval from the TD could be parked at such areas for other purposes as well.
- (iii) He had noted the situation opposite Chung Mei House.
- (iv) The TPDLO was responsible for dealing with the abandoned vehicles parked at the free-of-charge metered parking spaces provided by the Government.
- (v) He hoped that Members could help secure more manpower for the Traffic Wing of Tai Po Police District so as to deal with the traffic problems in the district.

213. The Chairman asked whether Members agreed that the TTC should write to the HKPF to ask for additional manpower to deal with the illegal parking problem in Tai Po District.

214. Mr. AU Chun-ho said that as mentioned by Mr. TSUI Yik-fuk not long ago, it was rather difficult to arrange for riot police officers, who carried heavy equipment, to deal with the illegal parking problem. However, he had seen riot police officers who were carrying light equipment during routine patrols in the vicinity of Tai Yuen Estate and Tai Po Centre. As such, he suggested Mr. TSUI inform District Commander (Tai Po) that such police officers could be deployed to deal with the illegal parking problem.

215. Mr. MAN Nim-chi, the Vice-chairman, agreed to write to the HKPF to ask for the recruitment of additional traffic wardens to deal with traffic problems. In addition, Members told the police officers of Police Community Relations Office about the illegal parking problem from time to time. Therefore, the Traffic Wing of Tai Po Police District could also ask them about the situation.

216. Mr. AU Chun-wah agreed that the TTC should write to the HKPF to ask for the recruitment of additional traffic wardens, instead of police officers, to address the traffic issues in Tai Po District. He could not accept that there were only about five to seven traffic wardens in Tai Po Police District. Given the extremely serious traffic problem throughout the territory, he found it necessary for the HKPF to recruit more traffic wardens, and believed that LegCo Members from various parties would also support the proposal. He said that whenever traffic wardens took law enforcement actions, they had to be accompanied by at least one police officer. The HKPF might state that a team of police officers (comprising about five to eight police officers) were currently required to accompany

traffic wardens during law enforcement actions, and would eventually attribute the illegal parking problem to manpower shortage. However, he opined that the HKPF could resolve the illegal parking problem as long as it was determined to do so.

217. Mr. YAM Kai-bong said that even if the TTC wrote to the HKPF, it would only ask the HKPF to recruit more traffic wardens but not police officers.

218. Mr. Richard CHAN asked how to deal with the commercial vehicles which were parked on the road to collect cardboard. He also asked the HKPF to follow up on the problem that Police Community Relations Office had not provided all Members with information on the prosecution operations against illegal parking, and asked about the details of such information. In addition, he asked about the staff establishment and actual manpower of the Traffic Wing of Tai Po Police District at present. By doing so, Members could explore ways to enable the Traffic Wing of Tai Po Police District to resolve traffic problems by using existing resources to increase manpower without deploying additional police officers.

219. Ms. Summer LEE said that the red rimmed traffic sign meant “all vehicles prohibited except permitted vehicles”, whereas the sign that read “Except for access” meant “except for access if no alternative route”. To her knowledge, Po Yick Lane was the end of the road section concerned. As the installation of road signs had to be gazetted, the afore-mentioned signs would not be set up unless there were special needs. She had to look up for more information before giving a reply.

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

- (i) There were three sergeants and 14 police constables in the establishment of the Traffic Wing of Tai Po Police District.
- (ii) As regards whether commercial vehicles could be parked at passing bays for other purposes, he said that any places but restricted areas could be used by vehicles for pick-up / drop-off and loading / unloading activities. Therefore, if the afore-mentioned passing bay was not a restricted area, all vehicles could pick up / drop off passengers and load / unload goods during suitable time periods or even collect cardboard, depending on the situation. A vehicle might break the law if it had been parked there for a long time and the driver was absent. Commercial vehicles which had been granted approval by the TD could also be parked there during the approved period for other purposes.
- (iii) The red rimmed circular sign along with the rectangular sign bearing the instruction “Except for access” meant that no vehicles should enter unless it was really necessary. However, if the location concerned was not within a private area, the HKPF had every right to take law enforcement actions.

221. Mr. MAN Nim-chi, the Vice-chairman, said that Luk Heung Lane housed various stalls, garages and residents who had been living there for years. Although he would not park his vehicle there, he sometimes had to turn around or make a quick stop there, but was told not to do so. As such, he asked whether the HKPF had taken any law enforcement actions there and what the aforementioned road sign meant. If parking was prohibited there, he asked the HKPF to step up its law enforcement efforts. In addition, from about 11 a.m. to 5 p.m. every day, the afore-mentioned goods vehicle was parked opposite to Chung Mei House on Chung Nga Road to collect cardboard, with its engine running. It also occupied the passing bay so that some vehicles could not pick up / drop off passengers and load / unload goods there but had to do so on Chung Nga Road. As there were already some illegally parked vehicles on both sides of the two lanes of Chung Nga Road, vehicles which were forced to pick up / drop off passengers and load / unload goods on Chung Nga Road would also affect the traffic on Chung Nga Road. As such, he asked the HKPF to step up its law enforcement efforts there.

222. The Chairman suggested writing to the HKPF via the Secretariat to call for the recruitment of additional traffic wardens, so as to step up the efforts to prosecute the illegally parked vehicles and relieve the traffic problems in the district.

(Post-meeting note: The letter mentioned in paragraph 222 above was sent to the HKPF on 29 June 2020.)

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

223. Ms. Flora MA said that the TD had mentioned in the written reply (TPDC Paper No. TT 40B/2020) that the department would set up a roundabout in Ng Tung Chai in lieu of the plan to set up a public transport interchange at Lam Kam Road Roundabout. Meanwhile, the HyD was also preparing to conduct field survey at the relevant location in Ng Tung Chai. In this connection, she asked whether the captioned item would be renamed as a follow-up to the works of setting up a roundabout in Ng Tung Chai.

224. Mr. Richard CHAN responded as follows:

- (i) As a preliminary estimation, the department would complete the works of setting up a roundabout in Ng Tung Chai in 2022. However, he hoped that the works could be completed sooner.
- (ii) He suggested following up on the works of setting up a roundabout in Ng Tung Chai at the Working Group on Improvements to Major Roads, while continuing to discuss setting up a public transport interchange at Lam Kam Road Roundabout in the matters arising at the TTC. As there was no public transport interchange at Lam Kam Road

Roundabout, bus route 74D could not detour to Lam Tsuen, and therefore it was not possible to make good use of Lam Kam Road according to the policy of “single site, multiple use”. At the previous meeting, he had pointed out that setting up a roundabout in Ng Tung Chai and setting up a public transport interchange at Lam Kam Road Roundabout were aimed at resolving different problems. He opined that the department could build a multi-storey car park at the vacant site in Kau Liu Ha and provide traffic facilities for passengers to make transfers, so as to resolve some of the traffic problems.

- (iii) The reply submitted by TD did not mention any ways to use the roundabout in Ng Tung Chai to resolve the problems that could be settled by setting up a public transport interchange at Lam Kam Road Roundabout. The reason was that these two projects were supposed to resolve different problems, which could not be tackled by one project alone. As such, he asked the TD to answer his question again.

225. The Chairman indicated that Members had inspected the location concerned the previous week. He agreed that the TD should carry out the two projects separately, while studying them at the same time as they were both large-scale projects that could not be completed in a short period of time. Therefore, Members would like to continue to explore the possibility of setting up a public transport interchange at Lam Kam Road Roundabout so as to resolve the traffic problems on Lam Kam Road and Fanling Highway.

226. Ms. Flora MA said that the written reply had also mentioned that the TD would not consider setting up a public transport interchange at Lam Kam Road Roundabout anytime soon. Having considered the complexity of the project and how to provide facilities that benefitted the largest number of people in the shortest possible time, the department decided to set up a roundabout in Ng Tung Chai. The facility, once completed, would allow vehicles longer than 11 metres to travel to further places and pick up more passengers. The department would no longer consider setting up a public transport interchange at Lam Kam Road Roundabout anytime soon. If bus route 74D had to travel on Lam Kam Road, the quickest way was to allow the buses to turn around at the roundabout to be set up in Ng Tung Chai. On the contrary, it would take longer to set up a public transport interchange at Lam Kam Road Roundabout. At the previous term DC, the TD had also made it clear that it would wait until the completion of Ng Tung Chai Roundabout before reviewing whether it was necessary to set up a public transport interchange at Lam Kam Road Roundabout.

227. Mr. Richard CHAN did not understand why Ms. Flora MA could answer the question on behalf of the TD. He said that the TPDC was currently asking the department to explore the possibility of setting up a public transport interchange at Lam Kam Road Roundabout, as the two projects were for resolving two different problems. Therefore, he did not understand why Ms. MA rejected the proposal immediately after Members had expressed their views. He opined that she had the responsibility to relay Members' views to her superiors and conduct a study afterwards, rather than

rejecting the proposal at the meeting. If necessary, her superiors could attend the meeting to listen to Members' views, as she had no authority to reject Members' suggestions on behalf of the TD. In addition, he opined that after the department had carried out inspection with Members at Ng Tung Chai Roundabout and the road section next to Ling Wan Monastery, it should submit a relevant paper for the TPDC's reference, so as to resolve the outbound traffic problems in Tai Po District. At present, residents could not go to Yuen Long via Lam Kam Road from Tai Po District, precisely because of the restrictions from the road section next to Ling Wan Monastery.

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

- (i) In the afore-mentioned reply, the department mentioned that "setting up a bus turnaround area in Ng Tung Chai was more cost-effective than setting up a bus terminus in the vicinity of Lam Kam Road Roundabout". In this connection, he asked the TD to provide data on the cost-effectiveness of these two projects for comparison.
- (ii) In the afore-mentioned reply, the department mentioned "urging KMB to enhance the frequency of short-haul services". In this connection, he asked KMB about the categories of passengers who travelled to Lam Kam Road by various bus routes, and the passenger volume of routes 64K and 64P. He also asked whether KMB arranged for such services based on the current passenger volume, and whether the public did not travel to Yuen Long by bus as they found the existing bus services not suitable.
- (iii) Setting up a public transport interchange at Lam Kam Road Roundabout could not only increase bus services on Lam Kam Road, but also provide a minibus turnaround area, a taxi stand or a place for feeder bus services. Setting up a roundabout in Hong Lok Yuen would enable public transport to travel to and from Tai Po, Shui Wai in Tai Po Tau, North District, expressways and the villages along Tai Wo Service Road West, while connecting the rural roads in Tai Po and Yuen Long. As such, he asked whether the department had assessed the transport demand in Tai Po District and Yuen Long District, in addition to setting up a roundabout in Ng Tung Chai.
- (iv) Apart from field survey and road design, he asked whether the HyD could improve the design of the road concerned to increase traffic flow, thereby bringing convenience to the residents in Tai Po District and Yuen Long District.
- (v) He opined that setting up a public transport interchange at Lam Kam Road Roundabout could make it easier for the rural residents in the vicinity of Lam Tsuen Valley, Kam Sheung Road or petrol filling stations to go to urban areas by bus.

229. Mr. PANG Hiu-fung said that the widening works on the road section next to Ling Wan Monastery had to undergo an environmental impact assessment. Although the HyD had not drawn up the details so far, the TD had received this morning the layout plan provided by the HyD. He

would provide supplementary information for Members after the meeting.

230. The Chairman asked Mr. PANG Hiu-fung to submit relevant papers via the Secretariat before the meeting for Members' reference.

(Post-meeting note: The papers mentioned in paragraphs 229 and 230 above were sent to Members via e-mail on 10 June 2020.)

231. Ms. Flora MA said that the afore-mentioned written reply was a consolidated reply from the TD and the HyD, and the THB had made the decision earlier with regard to the costs and overall effectiveness of the projects. Therefore, the reply she had just given was not something that she came up with at the meeting. If Mr. Richard CHAN still had any questions, the department could also provide supplementary information after the meeting.

232. Mr. Richard CHAN opined that the above reply was too brief to explain why the department concerned decided not to set up a public transport interchange at Lam Kam Road Roundabout. A more detailed reply including statistics and pictures should be provided for Members to understand the reasons behind and explain to residents. In addition, if the department would like to arrange for bus route 74D to travel on Lam Kam Road, it could in fact refer to bus route 63R that travelled to the open space next to Lam Tsuen Wishing Square, which was also a stop of route 63R. To his knowledge, KMB used buses longer than 12 metres to serve the route concerned, and he had seen such buses providing services during the Lunar New Year. Therefore, bus route 74D should be able to travel there as well. He asked why the department did not make the same arrangement.

233. Ms. Flora MA said that the DC had put forward this suggestion in the past, and the TD had discussed with the village representatives concerned, the then-DC Members and the Lands D at that time. However, the open space next to Lam Tsuen Wishing Square involved land rights issue, and part of it was a "green area" involving considerable maintenance costs. Moreover, there was gate in the area concerned. Therefore, it could not be used as a bus terminus for daily uses. In addition, the open space could be used by bus route 63R only once a year or when there were large festive events in Lam Tsuen. To provide convenience for residents to go to Lam Tsuen Wishing Square during festivals, and to reduce the traffic burden on those days, the department arranged for buses with high carrying capacity during festivals so as to discourage as many people as possible from driving their own vehicles or renting coaches. Due to the traffic problems there, the department asked for the HKPF's assistance in traffic control during peak hours whenever it arranged for route 63R to travel there.

234. The Chairman asked whether the entire enclosed area in the site concerned was government land.

235. Ms. Flora MA said that as the land rights issue relating to the site concerned was rather complicated, it would be more appropriate if the question was answered by the TPDLO.

236. Mr. MAN Nim-chi, the Vice-chairman, said that the reason for Members to suggest setting up a public transport interchange at Lam Kam Road Roundabout was that the public had such a transport demand. He asked the department concerned whether vehicles longer than 10 metres could enter Route Twisk next to Lam Kam Road.

237. Ms. Flora MA said that only shorter buses could travel on the road concerned.

238. Mr. MAN Nim-chi, the Vice-chairman, responded as follows:

- (v) Vehicles longer than 10 metres had travelled on the road section concerned after mid-November 2019 when Tolo Highway was congested. Lam Tsuen residents or Tai Po residents who had to go to Tsuen Wan, the airport, West Kowloon or Kwai Chung container port could only travel along Lam Kam Road and then Route Twisk.
- (vi) Some vehicles longer than 10 metres also travelled along Route Twisk, but could barely pass through some of the bends there. Therefore, he opined that the road section had been built because there was a transport demand.
- (vii) Setting up a public transport interchange at Lam Kam Roundabout would definitely bring more benefits. It could not only benefit buses, minibuses and taxis, but would also make it more convenient for the public to go to various places, such as Yuen Long, Tsuen Wan and Tai Po, via Lam Kam Road. Meanwhile, it would also provide convenience for residents who lived in Lam Tsuen Valley or went shopping in urban areas, or visitors who went to Lam Tsuen on holidays. Therefore, he disagreed with the department's stance that the construction of Ng Tung Chai Roundabout could resolve the year-long problems.

239. Mr. Richard CHAN opined that Ms. Flora MA should have incorporated the response she had just given into the afore-mentioned written reply. However, as she still had not answered some of the questions, such as the land rights issue relating to the open space next to Lam Tsuen Wishing Square, he asked her to clarify them or reply in writing. He asked the Assistant District Officer (Tai Po) whether the open space was government land, and why there was a gate. The department stated that the open space was unusable as part of it was a "green area". However, he did not believe it. In addition, he opined that if the open space next to Lam Tsuen Wishing Square could not be used as a bus stop, the site in Kau Liu Ha would also be very suitable as it would make the overall traffic facilities on Lam Kam Road more comprehensive. The reason was that setting up a roundabout in Ng Tung Chai and setting up a public transport interchange at Lam Kam Road Roundabout were aimed at resolving different problems.

240. Ms. Tiffany LEUNG said that she would verify the land rights issue with the TD and the TPDLO after the meeting.

241. The Chairman asked the TD to submit a written reply after the meeting to provide, with statistical support, its stance on setting up a public transport interchange at Lam Kam Road Roundabout, and the reasons why it would not consider providing a bus stop in the open space next to Lam Tsuen Wishing Square.

242. Mr. Richard CHAN said that if the TD provided another brief reply similar to TPDC Paper No. TT 40B/2020 to muddle through, he would not accept it because the issue had been discussed for many years. Therefore, if the department rejected the proposal, it should provide Members with a very detailed and informative report.

243. Mr. MAN Nim-chi, the Vice-chairman, said that the Public Transport Strategy Study published by the THB in 2017 mentioned that the passengers of green minibuses, franchised buses and railways accounted for 15%, 33% and 37% respectively of local public transport patronage. Lam Tsuen residents, who had no access to railway services, could only commute by minibus and franchised bus. The study showed that the passengers of green minibuses and franchised buses combined accounted for 48% of local public transport patronage. As such, he hoped that the TD would consider Members' suggestions to improve the bus services in Lam Tsuen, such as setting up a public transport interchange in Lam Tsuen Valley.

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

(TPDC Paper No. TT 41/2020)

244. Mr. CHENG Wun-chee asked Members to take note of the captioned paper.

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

(TPDC Paper No. TT 42/2020)

245. Mr. CHENG Wun-chee asked Members to take note of the captioned paper.

246. Mr. YIU Kwan-ho said that regarding the traffic lights on Chong San Road and Fo Chun Road, one of them had commenced operation. However, during the morning peak hours, it could not provide ample time for vehicles to turn right from Fo Chun Road to Chong San Road, and turn left from Chong San Road to Fo Chun Road. In this connection, he asked the department about the follow-up actions concerned. In addition, he asked whether the department concerned planned to

set up traffic lights at the T-junction between Chong San Road and Fo Yin Road. As this move would involve both Tai Po District and Sha Tin District, he asked whether the department would report to the TTC of the TPDC if there was such as plan indeed.

247. Ms. Summer LEE said that to her understanding, the staff at the transport unit were following up on the situation of the afore-mentioned traffic lights. In addition, the TD would carry out consultation about the installation of traffic lights on Chong San Road and Fo Yin Road.

XIV. Report of working group

(1) Working Group on Provision of Public Bus and Minibus Services

248. Mr. YAM Kai-bong reported as follows:

- (i) The Working Group held its first meeting in 2020 on 18 May 2020 to discuss issues relating to the public bus and minibus services in Tai Po District.
- (ii) The Working Group, along with the TD and bus company, had commented on the bus services in Tai Po District, including routes 272A, 75K, 64K, 74D and 71A, the transport services in Pak Shek Kok and the airbus services in Tai Po District.
- (iii) At future meetings, the Working Group would continue to discuss the transport services in Pak Shek Kok, the airbus services in Tai Po District, route 74D, routes 307 / 907B/C and W3. In addition, Members of the Working Group could also submit papers on other bus services for discussion at the Working Group meetings.
- (iv) The Working Group had commented on the minibus services in Tai Po District, including routes 806A/B, 21K, 22K, 17K and 25B.
- (v) The Working Group had commented on the TD's Bus Route Planning Programme 2020-2021 of Tai Po District. However, it opined that the TD had not considered the request to operate new routes, which had been proposed by the DC and DC Members for years. It also opined that the programme concerned was nothing to write home about. Therefore, the Working Group opined that it was not necessary to discuss the Bus Route Planning Programme anymore.
- (vi) At the meeting, the Working Group had endorsed a temporary motion, namely "As the TD's officials were extremely disrespectful to the views of Tai Po residents and had virtually ignored the TPDC during the discussion of the Bus Route Planning Programme 2020-2021 of Tai Po District, the Working Group moved a motion to expel the TD's officials from the conference room for this agenda item of the meeting".
- (vii) Although the Working Group had decided not to discuss the Bus Route Planning

Programme at the meeting and make any decisions in this regard, the TD still hoped to implement some of the bus services in the programme. As such, he asked the Chairman to deal with this situation.

249. The Chairman said that after the Working Group meeting, Mr. YAM Kai-bong had consulted Members again about the Bus Route Planning Programme. Members had more disagreements about the proposed modifications to route A47X. Although they disagreed with the changes, they generally did not object to the TD further implementing the other route modifications proposed in the programme. In this connection, he asked whether Members agreed that the TD could implement the route modifications proposed in the programme, except the proposed modifications to route A47X.

250. Mr. Nick LAM said that he did not totally object to the modifications to route A47X. Although the modifications would increase the journey time for those who did not have to travel to Hong Kong-Zhuhai-Macao Bridge Hong Kong Port, they did make it more convenient for Tai Po residents to go there.

251. The Chairman asked whether Members could bring up discussions at the Working Group if they found it necessary to implement the modifications to route A47X in the future so that the department could take follow-up actions.

252. Ms. Flora MA said that she could make the arrangements.

253. The Chairman asked whether Members agreed not to endorse the implementation of the modifications to route A47X for the time being, but agreed to implement the other route modifications proposed in the programme and follow up on the relevant issues in the future.

254. Mr. MAN Nim-chi, the Vice-chairman, asked what Members should do if the TD still muddled through the Bus Route Planning Programme next year.

255. The Chairman opined that the Bus Route Planning Programme for this year should be dealt with first. Members could veto next year's Bus Route Planning Programme if they found it unacceptable at that time.

256. Members agreed that the TD could implement the route modifications proposed in the programme, except the proposed modifications to route A47X.

XV. Any other business

257. The Chairman brought up the following matters:

- (i) Before the meeting, Mr. WU Yiu-cheong had proposed discussing the “request to widen the covered walkway outside Tai Po Market Station” and the “request to divert the non-franchised bus stops outside Tai Po Market Station Exit A2 to other places in an orderly manner”. However, as the papers concerned had not been submitted to the Secretariat 10 net working days prior to the meeting, and there had not been enough time to invite the departments concerned to attend the meeting, he suggested following up on the above issues at the next TTC meeting.
- (ii) The LegCo Secretariat had invited Members to attend a tripartite case meeting behind closed doors scheduled for 22 June 2020 to discuss matters relating to Kwong Fuk vehicular bridge. He hoped that Members could express their views in this regard. The TTC had always supported the construction of Kwong Fuk vehicular bridge to connect Pak Shing Street, Tai Wo and Lam Tsuen Public Wong Fook Luen Memorial School. However, the construction kept being delayed due to technical constraints. As there were many new DC Members in this term, he would like to consult Members before attending the afore-mentioned meeting, so as to explore whether they supported the construction of the vehicular bridge regardless of the technical problems in the works.

258. Mr. MAN Nim-chi, the Vice-chairman, agreed to construct the vehicular bridge. However, as the departments concerned had been passing the buck, he asked for the details of the afore-mentioned meeting, including the list of participating departments, etc. He said that there were many elderly homes near Kwong Fuk Bridge at present. However, as the location concerned was a one-way road, ambulances and fire engines might be obstructed during rescue operations. Therefore, an additional lane was necessary. The TPDC published the report as regards the Study on the Provision of a Proposed Vehicular Bridge near Kwong Fuk Bridge in 2011. However, no progress had been made over the years.

259. The Chairman said that the DC had been striving to construct the vehicular bridge, which nevertheless had been delayed repeatedly due to technical problems. Since he had become the TTC Chairman for the first time between 2004 and 2008 and proposed the construction of the vehicular bridge, the departments concerned had done nothing more than submitting a draft layout plan. However, Members had been following up on the issue all along.

260. Mr. Nick LAM said that he was not really in favour of the construction of the vehicular bridge, but would still study it in greater detail.

261. Ms. Olive CHAN opined that the construction of the vehicular bridge would have a huge impact on Tai Po District, and she still had to spend time on studying the proposal. Therefore, she opined that it might not be the right time to discuss the project.

262. Mr. LAM Yick-kuen agreed to construct the vehicular bridge, as it would help divert the traffic in Tai Po District, especially the traffic to and from Tai Wo, and therefore benefit Tai Po residents.

263. Mr. YAM Kai-bong said that about two to three years ago, the HyD had stated that if the vehicular bridge was constructed as originally planned, Pak Shing Street or the rear section of Kwong Fuk Road would have to be elevated by more than two metres. This would require the relocation of the car park and loading / unloading area on Kwong Fuk Road, and would elevate the road surface at the petrol filling station on the opposite side, thus affecting the landscape and road conditions. Therefore, he asked the Secretariat to look up the latest design plan and proposal of the project from the LegCo Secretariat or the HyD, so as to find out whether the departments concerned had accepted the views put forward by Members at that time. In addition, he also asked the Secretariat to enquire the LegCo Secretariat about the discussion papers of the afore-mentioned closed-door meeting for Members to discuss in detail.

264. The Chairman asked the Secretariat to enquire the LegCo Secretariat about the discussion papers and attendance list for the afore-mentioned closed-door meeting, and consolidate the minutes of the discussions on Kwong Fuk vehicular bridge at the TTC meetings of the previous DC term for Members' discussion before 22 June.

265. Mr. YAM Kai-bong suggested inviting the HyD and the departments concerned to attend a pre-meeting, where they could report to Members on the information and latest progress of the construction of Kwong Fuk vehicular bridge, so that Members could make a decision afterwards.

266. Mr. CHENG Wun-chee said that he would invite the staff of the Works Division of the department to submit information on the construction of Kwong Fuk vehicular bridge for Members' reference.

267. Mr. MAN Nim-chi, the Vice-chairman, said that as the Study on the Provision of a Proposed Vehicular Bridge near Kwong Fuk Bridge contained the views of users only, Members might not get the full picture by referring to this report alone. Therefore, he suggested the Secretariat provide the working group concerned with the minutes of the discussions on the project for Members' reference.

268. The Chairman asked the Secretariat to prepare the afore-mentioned papers, including the relevant discussion papers and minutes in the previous term DC and the discussion papers for the afore-mentioned closed-door meeting, for Members' reference.

(Post-meeting note: The papers mentioned in paragraph 268 above were sent to Members on 27 May 2020.)

XVI. Date of next meeting

269. The Chairman announced that the next meeting would be held at 9:30 a.m. on 10 July 2020 (Friday).

270. There being no other business, the meeting was adjourned at 6:20 p.m.

Tai Po District Council Secretariat

August 2020