

Minutes of the 1st Meeting in 2024
of the Traffic and Transport Committee
of Tai Po District Council

Date: 10 January 2024 (Wednesday)
Time: 2:33 p.m. – 4:40 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. LI Yiu-ban, BBS, MH, JP	Beginning of the meeting	End of the meeting
<u>Vice-chairman</u>		
Mr. MUI Siu-fung	Beginning of the meeting	End of the meeting
<u>Members</u>		
Mr. YU Chi-wing, MH	Beginning of the meeting	End of the meeting
Mr. LEE Man-kit	Beginning of the meeting	End of the meeting
Ms. LEE Sai-yin, Jeanne, BBS, JP	Beginning of the meeting	End of the meeting
Mr. LI Wah-kwong, Rex, MH	Beginning of the meeting	End of the meeting
Mr. LAM Yick-kuen, MH	Beginning of the meeting	End of the meeting
Mr. WU Cheuk-him	Beginning of the meeting	End of the meeting
Mr. MUI Ching-hung	Beginning of the meeting	End of the meeting
Mr. CHAN Siu-kuen, MH, JP	Beginning of the meeting	End of the meeting
Mr. CHAN Pok-chi, JP	Beginning of the meeting	4:15 p.m.
Mr. MAK Shing-ho, Gary	Beginning of the meeting	End of the meeting
Mr. WAN Koon-kau	Beginning of the meeting	End of the meeting
Mr. WONG Wai-tung	Beginning of the meeting	End of the meeting
Ms. WONG Pik-kiu, BBS, MH, JP	Beginning of the meeting	End of the meeting
Ms. LOK Siu-luen	Beginning of the meeting	4:18 p.m.
Mr. LO Hiu-fung	Beginning of the meeting	End of the meeting
<u>Secretary</u>		
Miss LO Tin-wai, Tiffany	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. AU Kak-loi, Peter	Senior Transport Officer / Tai Po / Transport Department (“TD”)
Mr. LEUNG Hung-hay	Engineer / Tai Po 1 / TD
Mr. CHAN Ka-fai, Issac	Engineer / Tai Po 2 / TD
Mr. PANG Hiu-fung	Engineer / Tai Po 3 / TD
Mr. WAI Wah-kei	District Engineer / Tai Po (2) (Atg.) / Highways Department (“HyD”)
Mr. LI Tsz-yau, Roy	Assistant District Engineer / Tai Po (1) / HyD
Ms. MAK Pui-yan	Engineer / 19 (North) / Civil Engineering and Development Department (“CEDD”)
Ms. WONG Man-chi	Assistant Housing Manager (Atg.) / Housing Department (“HD”)
Mr. HO Kar-chi, James	OC District Traffic Enforcement Team / Tai Po Police District (“TPPD”) / Hong Kong Police Force (“HKPF”)
Mr. CHAN Man-kit	OC District Traffic Team / Traffic Wing / TPPD / HKPF
Mr. TSUI Chun-sing	Administrative Assistant / Lands / District Lands Office, Tai Po (“TPDLO”) / Lands Department
Miss YU Wing-lam, Phoebe	Assistant District Officer (Tai Po) / TPDO / HAD
Ms. SING Hoi-shan, Wendy	Senior Executive Officer (District Council) / TPDO / HAD

Opening Remarks

The Chairman welcomed participants to the meeting of the Traffic and Transport Committee (“TTC”), and then welcomed the following persons who would attend future TTC meetings as representatives of core departments (i.e. departments with regular attendance):

- (i) Mr. AU Kak-loi, Peter, Senior Transport Officer / Tai Po of TD;
- (ii) Mr. LEUNG Hung-hay, Engineer / Tai Po 1 of TD;
- (iii) Mr. CHAN Ka-fai, Issac, Engineer / Tai Po 2 of TD;
- (iv) Mr. PANG Hiu-fung, Engineer / Tai Po 3 of TD;
- (v) Mr. WAI Wah-kei, District Engineer / Tai Po (2) (Atg.) of HyD;
- (vi) Mr. LI Tsz-yau, Roy, Assistant District Engineer / Tai Po (1) of HyD;
- (vii) Ms. MAK Pui-yan, Engineer / 19 (North) of CEDD;
- (viii) Ms. WONG Man-chi, Assistant Housing Manager (Atg.) of HD;
- (ix) Mr. CHAN Man-kit, OC District Traffic Team / Traffic Wing / TPPD of HKPF;
- (x) Mr. TSUI Chun-sing, Administrative Assistant / Lands of TPDLO;
- (xi) Miss YU Wing-lam, Phoebe, Assistant District Officer (Tai Po) of TPDO; and

(xii) Ms. SING Hoi-shan, Wendy, Senior Executive Officer (District Council) of TPDO.

I. Transport Department and Hong Kong Police Force – Reports on the provision of additional vehicle parking spaces and law enforcement actions against illegal parking, vehicle noise and illegal road racing in Tai Po District

(TPDC Paper Nos. TT 1/2024 and TT 2/2024)

2. The Chairman welcomed Mr. HO Kar-chi, James, OC District Traffic Enforcement Team / TPPD of HKPF, to attend the meeting for this agenda item.

3. The representative of TD went through TPDC Paper No. TT 1/2024.

4. The representative of HKPF went through TPDC Paper No. TT 2/2024.

5. Members' comments and questions were as follows:

- (i) They asked whether there was room for further provision of additional parking spaces in Football-cum-Rugby Pitch with Public Vehicle Park in Area 33, Tai Po and Sports Centre, Social Welfare Facilities and Public Vehicle Park in Area 6, Tai Po, and whether charging facilities for electric vehicles would be installed.
- (ii) Members suggested that the department identify sites in the district to provide additional parking spaces for commercial vehicles (such as coaches and goods vehicles), and hoped that the department would build temporary carparks at some of the idle sites in the district.
- (iii) They had suggested the provision of an additional bus bay at Heung Sze Wui Street bus stop earlier to alleviate the traffic congestion problem at Heung Sze Wui Street. In addition, some goods vehicles often occupied the entire lane of Heung Sze Wui Street for loading and unloading of goods. They hoped that the department would identify other sites for vehicles of different types to carry out loading and unloading activities.
- (iv) They suggested raising the fines for illegal parking to enhance the deterrent effect.
- (v) They suggested that the Police expeditiously introduce the Average Speed Camera System ("ASC System") to optimise the enforcement procedures against speeding and illegal road racing.
- (vi) Some parents often parked on Pui Yin Lane, blocking the entrance/exit of Valtorta College. Members worried that this would obstruct access of rescue vehicles to the school in case of emergency and thus suggested that the department consider establishing double yellow lines on some of the uphill sections of Pui Yin Lane. In

addition, some vehicles would make U-turns there, thus posing danger to students. They suggested that the department consider narrowing the end of the road to prevent U-turns of vehicles.

- (vii) Bus route A47X was extended to cover the area of Fu Heng Estate in late 2023. Some residents of Chung Nga Court hoped that the layby outside Chung May Court would be re-designated into a bus stop to facilitate the travel of residents.
- (viii) They pointed out that there was serious illegal parking outside the bus stops at Heng Wing House, Fu Heng Estate and Eightland Gardens, which affected passengers waiting for buses. In addition, some vehicles often jumped the red light at the junction of NTWJWAL Leung Sing Tak Primary School and Tai Yuen Estate. Members asked the Police to keep an eye on this.

6. The representative of TD responded as follows:

- (i) He noted Members' comments on the sports centre in Area 6, Tai Po. As the project was currently at the preliminary planning stage, information on the actual distribution of parking spaces could not be provided. He would reflect the opinions to the section concerned later.
- (ii) Regarding the establishment of road markings, he said that if illegal parking would pose a danger to road users, the TD would establish double yellow lines at the junction and on both sides of the crossings concerned to prohibit vehicles from carrying out loading and unloading activities on the road section, with a view to solving the problem of obstruction to the sightline of road users. He also understood Members' views on establishment of road markings at some of the locations in the district. He would study in detail the feasibility of the suggestion.

7. The representative of TD noted Members' views on Football-cum-Rugby Pitch with Public Vehicle Park in Area 33, Tai Po. As the project was currently at the planning stage, he would reflect Members' views to the section concerned in due course. In addition, regarding Members' views on re-designating the layby outside Chung May Court into a bus stop, he would further learn about the situation of the matter in due course.

8. The representative of HKPF responded as follows:

- (i) He said that there were two ASC test points on Tolo Highway. He would follow up with Members concerned in respect of the result and figures after the meeting.
- (ii) The Police would regularly deploy officers to the area of Pui Yin Lane during peak hours to divert the traffic, and take prosecution and traffic control measures in a timely manner.

- (iii) Regarding the illegal parking blackspots mentioned by Members, the Police would send officers to step up patrols and take appropriate enforcement actions.

9. Members' comments and questions were as follows:

- (i) A large number of large vehicles were often found parking at Chung Nga Road at night. As it was the access road to Alice Ho Miu Ling Nethersole Hospital, Members worried that the illegally parked vehicles would affect the rescue service of the hospital.
- (ii) To alleviate the problem of insufficient parking spaces, they suggested converting short-term tenancies ("STTs") of some of the temporary carparks in the district into long-term tenancies, constructing carparks for long-term parking of large vehicles, or considering resuming some of the land to build multi-storey carparks.
- (iii) The temporary parking lot operated by Carparkhero located on the opposite side to Providence Bay was too close to the residential area. The environmental hygiene of the parking lot was far from ideal and the lighting affected the residents nearby. It was hoped that the department would review the situation. Members suggested that the department consider relocating the temporary parking lot to the site next to Pak Shek Kok Substation, and hoped that the department would provide the expiry date of the temporary tenancy agreement in the report for Members' reference.
- (iv) Regarding the problems of insufficient parking spaces and traffic congestion in the district, Members were pleased to see that the government would construct the MTR Pak Shek Kok Station and the planned Kwong Fuk Vehicular Bridge, and hoped that the departments would also consider developing the idle land in rural areas.
- (v) The department was requested to take note of the shortage of parking spaces for motorcycles in Wong Yi Au Village.
- (vi) The sports centre in Area 6, Tai Po would provide around 160 parking spaces upon completion. Having said that, the existing temporary parking lot there was providing around 280 parking spaces, which meant that the number of parking spaces would reduce upon completion of the sports centre. Members asked about the future arrangements to be made by the Department.
- (vii) They asked about the number of first conviction cases in the Police's operations against dangerous driving and the specific penalties imposed.
- (viii) They asked about the number and vehicle types of public service vehicles involved in the cases that the Police had issued defective vehicle notices ("DVNs").

10. The Chairman reminded Members that the discussion on Kwong Fuk Vehicular Bridge would be further followed up at the District Council ("DC") meeting, and appealed to Members to speak

as concisely as possible.

11. The representative of TD noted Members' comments on the shortage of parking spaces for motorcycles in Wong Yi Au Village, and would review the feasibility of providing additional parking spaces for motorcycles there.

12. The representative of TD added that after consultation with the stakeholders, the TD had selected the final proposal of constructing Kwong Fuk Vehicular Bridge. To his understanding, the HyD had taken forward the project according to established procedures. The TD and HyD would arrange a briefing session with the Secretariat later to furnish Members with more information.

13. The Secretary added that the matter of Kwong Fuk Vehicular Bridge would be followed up at the DC meeting in due course. In addition, the Secretariat would also ask the government departments concerned to prepare information papers for Members' reference later.

(Post-meeting note: The TD and HyD held a briefing session for DC Members on the project of Kwong Fuk Vehicular Bridge on 26 January.)

14. The representative of HKPF responded as follows:

- (i) Upon conviction of drug driving, offenders were liable to a maximum fine of \$25,000, a maximum imprisonment for 3 years and driving disqualification up to a minimum period from 6 months to 5 years on first conviction, and for a minimum period from 2 to 10 years on subsequent conviction.
- (ii) For dangerous driving, persons convicted on indictment were liable to a fine of \$20,000 and to imprisonment for 3 years; whereas persons convicted on summary conviction were liable to a fine of \$10,000 and to imprisonment for 12 months.

15. Members' comments and questions were as follows:

- (i) They asked about the number of additional parking spaces for motorcycles proposed to be provided at Plover Cove Road near CCC Fung Leung Kit Memorial Secondary School. In addition, some Members said that it might be inappropriate to provide parking spaces for motorcycles next to the entrance/exit of the school. They believed that the school had also expressed objection and thus suggested that the TD identify alternative locations in Kwong Fuk Estate.
- (ii) The TD was requested to inform Members of the provision of additional parking spaces for motorcycles in Tung Fat Square.
- (iii) They asked about the expiry date of the STT for the temporary parking lot at On Pong Road, as well as the plans in place after its expiry.

- (iv) Since the TD had not provided any parking lots on STTs in the town centre of Tai Po, Members opined that the department had failed to meet the demand of residents in the district, and hoped that the department would furnish the information on parking lots under the TD in the district at present for Members' reference. Members also suggested that the department develop mobile applications to facilitate the public to enquire about the information on parking spaces available in the district.
- (v) There was serious illegal parking in the vicinity of Fu Shin Estate and Fu Heng Estate. Members asked about the number of parking spaces in the said two public housing estates. In addition to developing parking lots under the "single site, multiple use" model, they asked whether the TD had plans to further provide additional parking spaces under other models (such as automated parking system) or to identify sites to develop multi-storey carparks.
- (vi) They reflected the problem of serious illegal parking in the area of Tai Po Industrial Estate and asked the Police to follow up.
- (vii) Members reflected that the flashing arrow signs mounted on the works vehicles of HyD were not bright enough for motorists to recognise such vehicles when driving on highway at night, which would lead to traffic accidents easily. They hoped that the department would improve the design of the vehicles.
- (viii) The intersection of Kwong Fuk Road and Po Heung Street was a no-left-turn signalised intersection. Some motorists occasionally made left turns there due to confusion of traffic signals. Members asked the department to review the traffic signal arrangement, strengthen enforcement and enhance education.
- (ix) It was suggested that the TD consider launching trial of diagonal crossings at the intersection of Po Heung Street and Wai Yi Street.

16. The representative of TD responded that he would follow up on the suggestion of parking spaces with individual Members after the meeting. In addition, he noted Members' comments on the trial run of diagonal crossings at the intersection in the district, and pointed out that the department had to take into account the capacity of the intersection concerned and waiting time of traffic lights. The suggestion would be examined in a timely manner.

17. The representative of HKPF responded that regarding the problem of illegal parking in the area of Tai Po Industrial Estate mentioned by Members, the Police would take prosecution actions against illegal parking under the policy of Selected Traffic Enforcement Priorities. He added that the DVN cases involved five and two cases of private vehicles and light goods vehicles respectively, and no public vehicles were involved.

18. The Chairman opined that with the gradual increase in population and housing estates, the problem of insufficient parking spaces in the district was becoming increasingly serious. He

concluded that the Police had to combat illegal parking rigorously, but opined that it was incumbent upon the TD to review the arrangement of road marking establishment in the district to cater for the need of local communities and improve the traffic in the district.

II. Any other business

19. A Member raised that someone had posted on social media that he/she witnessed a red light jumping case at Kwong Fuk Road on the day of the meeting. It was asked whether the Police would bring a charge against the vehicle concerned if the public provided the Police with the video clip of the incident.

20. The representative of HKPF responded that the Police had taken the initiative to monitor the relevant information on the internet and would bring charges against such cases after investigation and evidence collection.

21. A Member expressed his wish to invite public light bus (“PLB”) operators to attend the TTC meeting to follow up on their operation. The service of PLB routes that provided service to the rural area in the district was severely inadequate. They believed that PLB operators were facing the challenge of manpower shortage, and hoped that the Labour Importation Scheme for Transport Sector (“Scheme”) would relieve the pressure of manpower shortage. A Member suggested that the TD review the feasibility of increasing the seating capacity of PLBs. In addition, some PLB operators indicated that their applications made earlier for providing charging devices for electric PLBs at PLB termini had not been approved. As such, they hoped that the TD would follow up.

22. The Chairman concurred with Members that the manpower shortage in the PLB sector was believed to be the main cause of inadequate service of PLBs. As seen on media coverage, some of the imported labour failed to pass the driving test for Passenger Service Licence. He hoped that the department would review the procedures and enhance training. As PLB routes in the district were operated by several PLB operators, it was impossible to invite each of them to the TTC meeting. He believed that it would be more appropriate for TD officers responsible for monitoring public transport services to relay their opinions to the PLB operators.

23. Members raised other matters as follows:

- (i) Some Members reflected that directional signage could be added at Tung Cheong Street Leisure Building to direct motorists to the building.
- (ii) Some residents of Pak Shek Kok had reflected the noise generated by vehicles running on Tolo Highway and the East Rail Line trains passing by at night. They hoped that studies could be conducted on the erection of additional noise barriers to

block vehicle noise, and the Police should be asked to strengthen enforcement efforts against illegal road racing on holidays.

- (iii) There was serious traffic congestion on Tolo Highway (Kowloon bound) during morning peak hours. Some Members suggested re-designating the left lane of Tolo Highway into a bus-only lane to alleviate the road congestion problem.
- (iv) They asked about the increase in service frequency of bus route 274P, and hoped that the TD would report on the implemented Bus Route Planning Programme (“BRPP”).
- (v) Some residents of Kau Lung Hang had requested for provision of a stop for route B9 at Fanling Highway Bus-Bus Interchange.
- (vi) Some Members had conducted a questionnaire survey earlier, the results of which showed that about 100 residents on Shan Liu Road opined that there was inadequate service of PLB route 20E during morning peak hours, which ran a frequency of every 30 minutes. They hoped that the TD would review the situation.
- (vii) Some Members suggested that working groups should be set up with a focus on following up on public transport services and road construction issues respectively.
- (viii) They hoped that the HyD would follow up on the situation where some of the road signs in the district were blocked by trees, as well as overgrown weeds and refuse accumulated on hard shoulders.
- (ix) They reflected the inadequate service of PLB route 807B which ran a frequency of every 30-minute at night, with PLBs on this route often skipped stops at Sai Keng, Kei Ling Ha, Shui Long Wo and Wong Chuk Wan and turned back after reaching Nga Yiu Tau. As such, they asked the TD to follow up.
- (x) They asked about the progress of the MTR Pak Shek Kok Station project.
- (xi) The TD was requested to provide Members with the information on enhanced bus services during the Lunar New Year.
- (xii) Bus route B8 was often full during holidays. They hoped that the service frequency would be increased and a direct spoke route could be provided between Tai Po and Liantang Boundary Control Point. In addition, some Members suggested that additional stops for route B8 should be provided at Lam Tsuen, Tong Hang Tung Chuen and Kau Lung Hang Village.
- (xiii) As a number of traffic accidents had occurred at the junction of Ting Kok Road and Fung Yuen Road, they hoped that the department would consider increasing traffic lights at the junction. In addition, Members also enquired about the provision of a pedestrian crossing at the junction of Ting Kok Road and Ting Hing Road.
- (xiv) They asked about the completion date of the expansion of Fu Heng Bus Terminus.
- (xv) There were pick-up/drop-off points for feeder buses outside MTR stations of Tai Po

Market and Tai Wo, which were prone to causing obstruction. They asked whether the department would consider relocating the pick-up/drop-off points to another location to alleviate traffic congestion.

24. The Chairman said that regarding other matters raised by Members, departmental representatives were welcome to respond if they had the relevant information on hand. If not, he hoped that the departments concerned would provide individual Members with the relevant information after the meeting. In addition, the Chairman said that there were not many agenda items to be dealt with by TTC at present, and believed that there would be enough time for Members to make enquiries at the TTC meetings. As such, he suggested reconsidering in the future whether to propose the setting up of working groups to the DC Chairman.

25. The representative of TD responded as follows:

- (i) Matters such as the noise problem and erection of noise barriers on Tolo Highway were under the purview of the Environmental Protection Department (“EPD”). He would relay Members’ comments to the EPD later.
- (ii) The Development Bureau (“DEVB”) was the leading bureau for the MTR Pak Shek Kok Station project. He would relay Members’ enquiries to the DEVB later.
- (iii) In response to a Member’s letter to the TD earlier concerning the provision of an additional traffic lane on Tolo Highway (northbound) to connect with Pok Yin Road, the department replied to the Member in early January that the MTR Corporation Limited would make proper planning for the essential transport connections when studying the construction of MTR Pak Shek Kok Station to unleash the development potential in the area around.

26. The representative of TD responded as follows:

- (i) The department understood the manpower shortage situation in the transportation sector and hoped that the situation could be improved through the implementation of the Scheme. In addition, the department had continued to follow up with the PLB operators concerned on PLB service at Lam Kam Road. Despite the manpower shortage, the PLB operators understood that there is a pressing need of passengers for the service during peak hours and would do their utmost to redeploy manpower to increase service frequency during peak hours to meet passenger demand.
- (ii) Regarding the non-compliance of PLB route 807 series, especially route 807B, with the Schedule of Service at night time as reflected by Members, he would ask the staff of the section concerned to follow up after the meeting.
- (iii) He noted Members’ comments on increasing the seating capacity of PLBs to 22 seats.

- (iv) Upon confirmation of service enhancement of bus route 274P in the 2023 BRPP of Tai Po District, the TD had asked The Kowloon Motor Bus Company (1933) Limited (“KMB”) to expeditiously submit an application to the department for the project. He believed that KMB was currently reviewing its resources, and would inform Members of any further information in a timely manner.
- (v) The department would prepare the relevant information on the implementation of the BRPP of Tai Po District taken forward last year for Members’ circulation.
- (vi) Regarding the public transportation service plying to and from the boundary control points, the department would review the service of route B8. The department also noted Members’ comments on the provision of additional stops and a spoke route.
- (vii) When vetting and approving the feeder bus applications, the department would consider the traffic conditions near the pick-up/drop-off points. If there was heavy traffic at the application location which might cause congestion, the department would advise applicants to consider alternative pick-up/drop-off points.

27. The Chairman said that as the afore-mentioned PLB routes mainly served the rural areas, he hoped that the TD would contact the PLB operators concerned and negotiate the operation of PLB directly with Tai Po Rural Committee and Sai Kung North Rural Committee respectively.

28. The representative of HyD responded as follows:

- (i) The HyD was in close communication with stakeholders such as the TD and power company on the works of providing a pedestrian crossing at the junction of Ting Kok Road and Ting Hing Road, which were expected to commence in the second quarter of 2024 for completion by the end of 2024.
- (ii) Regarding the expansion of Fu Heng Bus Terminus, upon receipt of the Works Request Form earlier, the HyD completed the first phase of work in September last year. The HyD was discussing the temporary traffic measures with the TD for the commencement of the next phase of work, and would further inform Members of any updates later.

29. The Chairman added that the noise barriers initially erected on Tolo Highway were of extremely high specification. Some motorists had reflected that it was too quiet and the sightline was obstructed. At the request of the then DC, the department had subsequently decided to remove some of the noise barriers. The Chairman opined that the department had to strike a balance between the needs of residents and motorists in deciding the specification of the noise barriers.

III. Date of next meeting

30. The Chairman announced that the next meeting was scheduled to be held at 2:30 p.m. on 7 March 2024 (Thursday).

31. There being no other business, the meeting was adjourned at 4:40 p.m.

**Tai Po District Council Secretariat
February 2024**