

Minutes of the 2nd Meeting in 2023
of the Traffic and Transport Committee
of Tai Po District Council

Date: 10 March 2023 (Friday)
 Time: 9:32 a.m. – 6:05 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. HO Wai-lam	Beginning of the meeting	End of the meeting
<u>Vice-chairman</u>		
Mr. MO Ka-chun, Patrick	2:45 p.m.	End of the meeting
<u>Members</u>		
Mr. AU Chun-ho	9:40 a.m.	End of the meeting
Mr. LAU Yung-wai	Beginning of the meeting	End of the meeting
Mr. TAM Yi-pui	Beginning of the meeting	End of the meeting
<u>Secretary</u>		
Miss LO Tin-wai, Tiffany Executive Officer (District Council) 1 / Tai Po District Office (“TPDO”) / Home Affairs Department (“HAD”)	Beginning of the meeting	End of the meeting

In Attendance

Mr. LI Yiu-ban, BBS, MH, JP	TPDC Member
Mr. AU Kak-loi, Peter	Senior Transport Officer / Tai Po / Transport Department (“TD”)
Miss CHAN Ho-ye, Christy	Senior Transport Officer / Bus / New Territories East 3 / TD
Ms. CHIANG Hei-man, Betty	Transport Officer / Bus / New Territories East 4 / 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. SUN Chung-leung	Senior Maintenance Engineer / North East / Highways Department (“HyD”)
Mr. YIU Chiu-chung	Senior Engineer 2 / Universal Accessibility / HyD

Mr. SIU Wai-kwan	District Engineer / Tai Po (2) / HyD
Mr. CHENG Wan-kien, Keith	Engineer 12 / Universal Accessibility / HyD
Miss TSANG Wing-sze	Engineer / HK2-3 / HyD
Mr. LI Tsz-yau, Roy	Civil Engineering Graduate 2 / Universal Accessibility / HyD
Ms KWOK Cho-yan	Public Relations Officer 2 / Universal Accessibility / HyD
Mr. MOK Ka-hong	Chief Technical Officer / Tai Po / HyD
Mr. CHONG Chi-yan	Maintenance Inspector Of Works / Tai Po / HyD
Mr. LEW Ho-yin	Maintenance Assistant Inspector Of Works / Tai Po / HyD
Ms. MAK Pui-yan	Engineer / 19 (North) / Civil Engineering and Development Department
Mr. CHAN Koon-man	Assistant Housing Manager / Tenancy (Tai Po, North & Shatin 7) 2 / Housing Department (“HD”)
Mr. TSANG Wai-fai	District Operations Officer (Atg.)/ Tai Po Police District (“TPPD”) / Hong Kong Police Force (“HKPF”)
Mr. TSUI Yick-fook	OC District Traffic Team / Traffic Wing / TPPD / HKPF
Mr. TUNG Wai-lam	Senior Land Executive / Lands Management / District Lands Office, Tai Po (“TPDLO”) / Lands Department
Mr. KAN Hok-hei, Kenny	Head, Corporate Communications and Public Affairs Department / Kowloon Motor Bus Company (1933) Limited (“KMB”)
Mr. LAU Sheung-man	Assistant Manager (Operations) / KMB
Ms. LIP Pui-lam, Rennis	Assistant Manager (Public Affairs) / KMB
Mr. CHOW Tsz-ho	Project Officer / KMB
Mr. LEUNG Kar-wah	Assistant Engineer / KMB
Mr. LO Chung-kun, Alexander	Chief Planning Officer / Citybus Limited / New World First Bus Services Limited (“Citybus / NWFB”)
Mr. CHAN Ho-fung, Clarence	Operations Manager (Kowloon and New Territories) / Citybus / NWFB
Ms. CHUNG Pui-yee, Penny	Corporate Communications Manager / Citybus / NWFB
Ms. KWOK Tsz-ching	Corporate Communications Officer / Citybus / NWFB
Mr. LUI Yiu-keung	Contracts Manager / Gammon Construction Limited (“Gammon”)
Mr. TONG Yiu-chung	Project Engineer / Gammon
Mr. LAU Ka-ming	Traffic Engineer / Tin Lee Consulting (Hong Kong) Limited
Mr. CHOW Kwok-lun, Clifford	Director / AECOM Asia Company Limited (“AECOM”)
Mr. CHEUNG Ting-kwok, Paul	Senior Engineer / AECOM
Mr. CHAN Man-fai	Engineer / AECOM
Mr. WU Chi-hung, Derek	Senior Executive Officer (District Council) / TPDO / HAD
Miss TANG Hiu-yan, Hilary	Executive Officer (Development) / TPDO / HAD

Absent

Mr. LAM Yick-kuen, MH

Opening Remarks

The Chairman welcomed participants to the 2nd meeting in 2023 of the Traffic and Transport Committee (“TTC”) meeting, and announced the following:

- (i) He welcomed Mr. LI Yiu-ban to attend this meeting.
- (ii) He welcomed Mr. TSANG Wai-fai, District Operations Officer (Atg.) / TPPD of HKPF to attend this meeting.
- (iii) Miss TANG Hiu-yan, Hilary, Executive Officer (Development) of TPDO, attended this meeting in place of Mr. Nicholas YEUNG, Assistant District Officer (Tai Po).

I. Confirmation of the minutes of the 1st meeting in 2023 of the TTC on 6 January 2023

(TPDC Paper No. TT 11/2023)

2. The Secretariat did not receive any proposed amendments to the afore-mentioned minutes before the meeting. The Chairman asked if Members had any proposed amendments.
3. As Members did not have proposed amendments, the afore-mentioned minutes were confirmed.

II. Matters relating to the provision of an additional vehicular bridge across Lam Tsuen River near the Kwong Fuk Footbridge

(TPDC Paper Nos. TT 12/2023 and TT 13/2023)

4. The Chairman said that the two papers relating to the provision of an additional vehicular bridge across Lam Tsuen River near the Kwong Fuk Footbridge (“Kwong Fuk Vehicular Bridge”) submitted by the TD and a Member respectively would be discussed together on this agenda item, and welcomed Miss TSANG Wing-sze, Engineer / HK2-3 of HyD, as well as Mr CHOW Kwok-lun, Clifford, Mr. CHEUNG Ting-kwok, Paul and Mr. CHAN Man-fai, Director, Senior Engineer and Engineer of AECOM respectively, to attend the meeting for this agenda item.

5. Mr. PANG Hiu-fung went through TPDC Paper No. TT 12/2023, and asked Mr. CHOW Kwok-lun, Clifford to go through the report.

6. Mr Clifford CHOW went through TPDC Paper No. TT 12/2023 and the PowerPoint presentation (see Annex I).
7. Mr. MO Ka-chun, Patrick, the Vice-chairman, went through TPDC Paper No. TT 13/2023.
8. Mr. PANG Hiu-fung said that the main function of Kwong Fuk Vehicular Bridge was to divert vehicles heading to Tai Wo and Tai Po Market by channelling vehicles originally passing Po Nga Road, Tai Po Tai Wo Road and Po Heung Street to the west of Po Heung Street (namely the section of Kwong Fuk Road with lower traffic flow). The traffic model showed that Kwong Fuk Vehicular Bridge could improve traffic at the junctions of Tai Po Tai Wo Road / Ting Kok Road, Kwong Fuk Road / Po Nga Road and Kwong Fuk Road / Po Heung Street.
9. Miss TSANG Wing-size added that the HyD would proceed to carry out the next step of investigation study according to the final proposal. The department would gazette the project for public consultation as required and consult stakeholders through various channels.
10. Mr. TAM Yi-pui said that no matter which proposal was adopted there would be opposing voices. He considered that, given that there was a demand, the construction of Kwong Fuk Vehicular Bridge would be needed eventually. He asked whether improvement proposal 1 would cause vehicles queuing back, which would affect the traffic in the vicinity of Kwong Fuk Road.
11. Mr. LAU Yung-wai's comments and questions were as follows:
 - (i) He opined that as the traffic performance was similar upon construction of Kwong Fuk Vehicular Bridge, there was no sufficient grounds to support the construction of the bridge.
 - (ii) The department provided the relevant plans when consulting the TPDC in 2018. He asked why similar plans were not provided for Members' reference in this consultation.
 - (iii) He asked the department to provide the actual data of various indicators in the comprehensive comparative analysis of the proposals, including the cost estimate, the data on effective diversions of traffic flow, and the shortest and longest construction periods.
 - (iv) He asked whether the surrounding roads would be affected upon completion of Kwong Fuk Vehicular Bridge. He asked the department to provide the exact height of the proposed bridge.
 - (v) The report showed that improvement proposal 1 would cause less impact on the traffic. He said that if the southbound traffic along Kwong Fuk Road could only turn left, it would have a huge negative impact on traffic. As such, he doubted the

estimation of the department.

12. Mr. Patrick MO, the Vice-chairman's comments and questions were as follows:

- (i) He had not received any comments on the construction of Kwong Fuk Vehicular Bridge from Po Nga Court earlier. Moreover, apart from the incorporated owner ("IO") of Sun Hong Building, he had not received any formal replies from other IOs in Tai Po Market.
- (ii) The Principal of Lam Tsuen Public Wong Fook Luen Memorial School replied verbally that he inclined to support the proposal, but pointed out that whenever a vehicle turned around outside the school, it would block the traffic and caused congestion. As such, he was worried that illegal parking and traffic congestion would be aggravated upon completion of Kwong Fuk Vehicular Bridge, and the flow of traffic on the bridge would affect the situation of the school during the periods before and after school.
- (iii) With reference to the road conditions on Google Maps, there was traffic congestion on Tai Po Tai Wo Road (the section outside Po Nga Court) no matter in the morning or the evening. To his understanding, improvement proposal 1 would not alleviate this situation, and he also believed that most motorists would not make a detour. He opined that Kwong Fuk Vehicular Bridge could indeed divert some of the traffic flow, but he casted doubt as to its overall traffic benefits.
- (iv) He believed that it would be more ideal if the department could provide specific information (such as the percentage of improvement on the traffic conditions or reduction in waiting time for traffic lights) for discussion.

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

- (i) The construction of Kwong Fuk Vehicular Bridge aimed at attracting traffic to and from Tai Wo and Tai Po Market and diverting vehicles passing Po Nga Road, Tai Po Tai Wo Road and Po Heung Street to a section of Kwong Fuk Road to the west of Po Heung Street with less traffic. This project would improve the traffic conditions at a number of junctions in the district, including the junctions of Tai Po Tai Wo Road / Ting Kok Road, Kwong Fuk Road / Po Nga Road and Kwong Fuk Road / Po Heung Street, etc. He raised an example that as the traffic performance at the junction of Kwong Fuk Road / Po Nga Road was far from satisfactory, the department hoped to take the opportunity of the construction of Kwong Fuk Vehicular Bridge to widen the junction in question so that the traffic flow at that junction could be restored to a satisfactory level.
- (ii) The department had kept the data on traffic flow. Members could first refer to the

results of the traffic survey in the PowerPoint presentation, while the actual data would be set out in the executive summary upon completion of the Tai Po District Traffic and Transport Study (“TPDTTS”).

- (iii) The actual data such as the cost estimate, construction period could only be obtained upon completion of the investigation study by the HyD. He asked the representatives of AECOM to supplement on the estimation method adopted in the PowerPoint presentation at a later time.
- (iv) The TD would co-ordinate the traffic light system at both ends of the vehicular bridge, and asked the representatives of AECOM to supplement on the design concerned.
- (v) The representatives of AECOM would supplement on the additional journey time for the southbound detour on Kwong Fuk Road at a later time and display the cross-section diagrams of Kwong Fuk Vehicular Bridge for Members’ reference of the height of the vehicular bridge.

14. Mr. CHAN Man-fai responded that the “green wave” design (namely displaying green traffic signal on both ends simultaneously) would be applied in the direction with higher traffic flow (such as from Po Nga Road to Kwong Fuk Road via Kwong Fuk Vehicular Bridge) to prevent the backflow of traffic caused by the queue of vehicles waiting for traffic signals.

15. Mr. Patrick MO, the Vice-chairman, noted that the department would carry out detailed design work and submit the relevant report at a later stage, but he still hoped that the department could disclose the rough estimation of the relevant data on traffic flow.

16. The Chairman’s comments and questions were as follows:

- (i) He asked whether the department could provide the actual data in the report of the traffic flow for Members’ reference.
- (ii) He doubted the improvement proposal adopted by the department. The department had marked the junctions with improved traffic performance in 2041 with green dots, but the traffic congestion in the vicinity of Tai Po Market was already acute. He believed that the traffic flow would increase along with the widening of the relevant junction. As such, he asked whether the department had considered the corresponding measures (such as the provision of additional lanes).
- (iii) There were vehicles making unauthorised U-turns on Po Nga Road towards Tai Wo from time to time. He opined that the traffic congestion problem on this section would be aggravated upon completion of Kwong Fuk Vehicular Bridge.

- (iv) He was worried that Kwong Fuk Vehicular Bridge would aggravate congestion on the inner roads in the district, given that they were already very congested on weekdays. He considered that the department did not have sufficient data to convince Members to support the proposal.

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

- (i) According to the discussion paper submitted by the former Transport and Housing Bureau to the Finance Committee of the Legislative Council in 2022, the construction of Kwong Fuk Vehicular Bridge aimed at "providing a third connection in addition to the two existing major north-south links within the district (i.e. Po Heung Bridge and Nam Wan Road)", that was, diverting traffic at the junction of Po Heung Bridge. He opined that the existing options proposed by the department could not achieve the afore-mentioned aim. Besides, the department even explained at this meeting that the purpose of constructing Kwong Fuk Vehicular Bridge was to divert traffic away from the vicinity of Tai Po Market. As he opined that the department was self-contradictory, he asked the department to clarify.
- (ii) He believed that the TD should have kept the cost estimate. If the department could not provide the estimate, he would not be able to support the relevant proposal. He reiterated that if the cost effectiveness of the construction of the bridge was far from satisfactory, he doubted whether there was a need to proceed with this project.
- (iii) Motorists would access Kwong Fuk Road petrol filling station from time to time but the detour arrangements under improvement proposal 1 had made the routing to the petrol filling station circuitous. Still, the department had not addressed this.

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

- (i) Members could refer to the relevant data on traffic flow in the executive summary upon completion of the TPDTTS by the department.
- (ii) The completion of Kwong Fuk Vehicular Bridge would effectively achieve diversion of traffic between Tai Wo and Tai Po Market. According to the department's current estimation, the junctions that would have significant improvement in traffic performance by 2041 included the junctions at Po Nga Road / Kwong Fuk Road / Ting Kok Road, Po Heung Street / Kwong Fuk Road, Nam Shing Street / Po Heung Street, etc. Nevertheless, Members might rest assured that, upon completion of the bridge, there would be reserve capacity for the green and yellow dotted areas shown in the PowerPoint presentation, thereby no traffic congestion would be occurred.

- (iii) The completion of Kwong Fuk Vehicular Bridge would help divert traffic away from Po Heung Bridge, including the junction of Po Heung Street / Kwong Fuk Road. Traffic congestion often occurred at the afore-mentioned junction, causing tailback on Po Heung Street. When completed, Kwong Fuk Vehicular Bridge would definitely be conducive to relieving the afore-mentioned situation.
- (iv) He asked the representatives of AECOM and HyD to provide details on the detour arrangements and the cost estimate respectively.

19. Mr. CHAN Man-fai added that restricting vehicles from moving forward and turning right in the southbound direction of Kwong Fuk Road was a traffic adjustment originally intended to balance traffic flow at various road sections. They were aware that the junction would become busy with the increased traffic upon completion of the vehicular bridge, and believed that while the detour arrangements would bring inconvenience to drivers accessing the petrol filling station, it would, at the same time, also shorten the waiting time for users of Kwong Fuk Vehicular Bridge, thereby bringing greater effectiveness to the overall traffic situation.

20. Mr. CHEUNG Ting-kwok, Paul, added that according to the design and taking into account the height of Lam Tsuen River, the estimated headroom underneath the Kwong Fuk Vehicular Bridge would be 4.5 metres above Principal Datum (“mPD”), and the bridge deck would be 5.8 mPD. The slopes on both sides of the bridge would be +3.2% and +3.4% respectively to match the height of the bridge, which was believed that the design would not raise the road surface. Members might refer to the cross-section diagrams in the PowerPoint presentation to allay concerns.

21. Miss TSANG Wing-sze added as follows:

- (i) The heights mentioned in paragraph 20 above were preliminary estimations made by the consultancy for Members’ reference only. The HyD would conduct investigation study and detailed design for the final adopted proposal to evaluate the impact of the height of the vehicular bridge on the drainage capacity of Lam Tsuen River before confirming the final height of the bridge deck.
- (ii) The exact cost estimate was not yet available as the department had to take into account factors such as the final design of the vehicular bridge, nearby roads or mitigation measures to reduce the impact of the project on the drainage capacity of Lam Tsuen River for the evaluation of the cost estimate.

22. Mr. Patrick MO, the Vice-chairman, said that he opined that drivers heading to Tai Po Centre or Tai Po Market MTR Station would not use Kwong Fuk Vehicular Bridge. As such, he was doubtful about the effectiveness of Kwong Fuk Vehicular Bridge. Besides, he also pointed out that there was less demand for quick access to Tolo Highway from residents in the vicinity of Yan Hing Street in Tai Po Market, and suggested that the department should consider whether the Kwong Fuk

Vehicular Bridge could attract northbound traffic to Tolo Highway during the detailed design work.

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

- (i) He asked the representatives of HyD to provide the latest cost estimate again.
- (ii) He learnt that the drainage capacity of Lam Tsuen River and the stabilisation of the bridge had to be taken into account in the design of the vehicular bridge. As such, the cost would be up to over a billion of dollars. In addition, the department had to work out the construction arrangements in light of the rainy season. The construction period would therefore last for as long as five to eight years. He opined that the expected outcome of the project was insufficient to justify the various costs of the project.
- (iii) He asked whether there was a length limit for vehicles under improvement proposal 1.

24. Miss TSANG Wing-sze responded as follows:

- (i) There were different considerations for the construction of a vehicular bridge across Lam Tsuen River. For example, taking into account the construction safety and impact on the drainage capacity of Lam Tsuen River, some of the works were required to be carried out during the dry season and therefore the project would take a longer time.
- (ii) The bridge deck had to be maintained at a certain height so as not to affect the drainage capacity of Lam Tsuen River. As such, the department had to carry out works such as levelling up the road surface on adjacent roads connected to the bridge deck. On the whole, the scope of works and corresponding mitigation measures would be formulated during the stage of detailed design. As such, he hoped that Members could understand that the exact cost was not available at this stage.

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

- (i) Kwong Fuk Vehicular Bridge was designed to allow passage of buses.
- (ii) The purpose of this report was to examine the traffic benefits of various proposals and to make a preliminary comparison of the cost estimate and construction period, with a view to selecting the most suitable proposal. He understood that Members were concerned about the above costs, but the relevant information would not be available until the HyD had completed the investigation study and detailed design.

26. The Chairman pointed out that department failed to convince the TTC to support the captioned project at this meeting. He asked the relevant departments to furnish Members with more data (including the exact data on traffic flow, cost estimate, etc.) before the next TTC meeting, and asked whether Members agreed to continue discussion on the captioned agenda item at the next meeting.

27. Mr. Patrick MO, the Vice-chairman, believed that most Members had reservations about the captioned project, and he asked the department to furnish Members with more data. Besides, he asked whether the department had taken into account of Kwong Fuk Vehicular Bridge when conducting the TPDITS to evaluate the traffic demand in Tai Po District.

28. Mr. PANG Hiu-fung emphasised that Kwong Fuk Vehicular Bridge could divert traffic at some important junctions. Due to the constraints of the buildings on both sides of the road, not many traffic improvement works could be carried out at junctions in Tai Po Market at present, while Kwong Fuk Vehicular Bridge could improve the traffic at some important junctions in the district (such as the junction of Kwong Fuk Road / Po Heung Street). Kwong Fuk Vehicular Bridge was also one of the long-term improvement works in the TPDITS.

29. Mr. Patrick MO, the Vice-chairman, asked the department to provide the range of cost estimate. He opined that Members needed to refer to some of the data to consider if they should support the captioned project.

30. The Chairman asked the relevant departments to provide the above data and suggested continuing the discussion of the captioned agenda item at the next meeting.

31. No Members on the floor raised objection.

III. Highways Department – Temporary traffic diversion scheme for the pavement reconstruction works on the carriageway surface at the intersection of On Chee Road and On Cheung Road (TPDC Paper No. TT 27/2023)

32. The Chairman welcomed Messrs SUN Chung-leung, MOK Ka-hong, CHONG Chi-yan, and LEW Ho-yin, Senior Maintenance Engineer / North East, Chief Technical Officer, Maintenance Inspector of Works, and Maintenance Assistant Inspector of Works of HyD respectively, Messrs LUI Yiu-keung and TONG Yiu-chung, Contracts Manager and Project Engineer of Gammon respectively, as well as Mr. LAU Ka-ming, Traffic Engineer of Tin Lee Consulting (Hong Kong) Limited to attending the meeting for this agenda item.

33. Mr. SUN Chung-leung went through TPDC Paper No. TT 27/2023.

34. Mr. LUI Yiu-keung went through TPDC Paper No. TT 27/2023 and PowerPoint presentation (see Annex II).

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

- (i) He suggested that the department display banners at other conspicuous places (such as Po Heung Bridge) with the date of the works and the affected area clearly marked on them to inform drivers in advance. In addition, he asked the department to provide sample of the banner for Members' reference.
- (ii) When the works were underway, the stop at Fortune Plaza for minibus route 21A would be relocated to Wing Fai Garden. He asked the TD to remind the minibus operator to extend the sectional fare arrangement to Wing Fai Garden.
- (iii) The illegal parking problem at Ting Kok Road was serious. He asked the Police to keep an eye on the boarding and alighting situation at K12 bus stop during the construction period.
- (iv) He suggested that the department should release the information about the works as soon as possible to facilitate co-operation among various parties.

36. The Chairman said that the scope of the works was relatively large and the nearby streets were relatively busy. He asked the HKPF for its views on the captioned traffic diversion scheme.

37. Mr. TSUI Yick-fook responded as follows:

- (i) He would seek information from the relevant departments and works contractor on the pre-construction preparatory work, such as details of the erection of countdown signs, contacting the affected housing estates nearby, and liaising with the Road Control Division of HKPF at a later time.
- (ii) The HKPF would pay attention to the illegal parking situation before the commencement of the works, examine the arrangements for vehicles accessing On Po Lane and Fortune Plaza, and notify the relevant housing estates of the vehicle access figures.
- (iii) Due to the traffic signals, there might not be sufficient time to allow a large number of vehicles making right-turn from Ting Kok Road onto On Chee Road and heading for On Cheung Road from Po Heung Bridge.
- (iv) The Police was concerned about the situation at temporary public service stops. He suggested that consideration should be given to implementing detouring arrangements for some bus routes to reduce the traffic flow on Ting Kok Road and using other bus termini in the district for diversion during the construction period.

38. The Chairman considered that the construction hours of the works were appropriate. He asked the department to hold an informal meeting before the commencement of the works for relevant government departments to discuss further with Members the traffic arrangements during the construction period.
39. Mr. SUN Chung-leung responded that, in line with the past arrangements, the HyD would hold an informal meeting to discuss the arrangements for the implementation of the traffic diversion scheme.
40. The Chairman asked the HyD to supplement on the questions raised by Members regarding the works signs.
41. Mr. SUN Chung-leung responded as follows:
- (i) The department would erect works signs at locations marked with star symbols in the PowerPoint presentation (see page 16 at Annex II) and erect more signs according to Members' suggestions.
 - (ii) Six countdown notice boards would be erected near the works site on On Cheung Road and On Chee Road to notify members of the public in a countdown form 10 days before its commencement. Notice boards would also be erected in areas farther away from the works site to remind the public that works would be carried out there, and some road sections would be closed.
42. Mr. LAU Yung-wai suggested that the department reduce the number of words or use simple slogan, and display the notice boards in the form of banners at locations such as Po Heung Bridge, Tai Po Tai Wo Road and Nam Wan Road.
43. The Chairman considered that as the manpower arrangement on the day of the works would be very important, he asked the bus companies and HyD to deploy their staff properly to instruct members of the public at the site.
44. Mr. AU Chun-ho opined that traffic load would be increased if the traffic flow was directed to the town centre area. He suggested that the department guide motorists to Tai Yuen Estate by signs. He could communicate with Tai Yuen Estate Management Office to deploy additional manpower to direct traffic.
45. Mr. SUN Chung-leung responded that the HyD would further discuss with the works contractor Member's suggestions and, if feasible, the HyD would discuss the relevant arrangements with Tai Yuen Estate Management Office.

46. Mr. LAU Yung-wai clarified that the minibus referred to in paragraph 35(ii) above should be green minibus (“GMB”) route 20A.
47. Mr. AU Kak-loi, Peter, responded that two-way sectional fares from Tai Po Market Station to Eightland Gardens were provided for both GMB routes 20A and 20K. To tie in with the works, the TD would discuss the relevant arrangements with GMB operators.
48. The Chairman asked the relevant departments to take note of the above comments, which would be further discuss at the informal meeting at a later time.

IV. Transport Department – Bus Route Planning Programme 2023-2024 of Tai Po District
(TPDC Paper No. TT 14/2023)

49. The Chairman welcomed the following participants to attend the meeting for this agenda item:

TD

Miss CHAN Ho-ye, Christy, Senior Transport Officer / Bus / New Territories East 3
Ms. CHIANG Hei-man, Betty, Transport Officer / Bus / New Territories East 4

KMB

Mr. LAU Sheung-man, Assistant Manager (Operations)
Ms. LIP Pui-lam, Rennis, Assistant Manager (Public Affairs)
Mr. CHOW Tsz-ho, Project Officer

Citybus / NWFB

Mr. LO Chung-kun, Alexander, Chief Planning Officer
Mr. CHAN Ho-fung, Clarence, Operations Manager (Kowloon and New Territories)
Ms. CHUNG Pui-ye, Penny, Corporate Communications Manager
Ms. KWOK Tsz-ching, Corporate Communications Officer

50. Miss CHAN Ho-ye, Christy, went through TPDC Paper No. TT 14/2023.
51. Mr. TAM Yi-pui went through the tabled paper (see Annex III), and added as follows:
- (i) At present, there was no overnight bus service for residents in Sai Kung North. As such, he hoped that the department would consider extending the overnight bus services of routes N281 and N287 to Shap Sze Heung.
 - (ii) He asked when departures for Yuen Long (West) would be introduced by route 64X from Hong Kong Science Park (“Science Park”).

- (iii) He asked whether KMB had sufficient resources to provide whole-day service for route 274P at present, and asked the TD to explain why there was no plan to provide the afore-mentioned service despite a joint request by residents of Tai Po and Sha Tin Districts earlier.
- (iv) He supported the introduction of route 900X to Wan Chai (Exhibition Centre) and suggested that the department should consider directing the route via the vicinity of Causeway Bay.
- (v) He was pleased to see that the department planned to increase the stops in Eastern District for route N307, and opined that the department should consider setting up stops in Causeway Bay along the tram route.
- (vi) He objected to the rationalisation of routes 307A and 907C. If the department opined that the patronage of route 307A was far from satisfactory, it could divert the route via Fu Tip Estate so as to increase the patronage and retain route 307A.
- (vii) Mr. YIU Kwan-ho, the then DC Member, had proposed the “enhancement of point-to-point transport services from rural areas of Tai Po to urban areas” at the meeting of TTC in July 2022, in which additional bus services from Tai Mei Tuk and Lam Tsuen to Hong Kong Island and Yau Tsim Mong District were proposed. However, the department had not incorporated the afore-mentioned suggestions into this year’s Bus Route Planning Programme (“BRPP”).
- (viii) It was proposed in last year’s BRPP that routes 85P and 907D should be introduced. He asked the department about the specific time for the introduction of the afore-mentioned routes.

52. The Chairman’s comments and questions were as follows:

- (i) He suggested postponing the weekend service hours of routes 73P and 74E upon expansion of their services so as to facilitate passengers to travel.
- (ii) He asked whether the department failed to implement the whole-day service for route 274P so as to protect the operation of minibus route 26. He considered that their service hours and clienteles were different, which did not constitute any competitions, while the practice of the department ran contrary to the principle of fair competition in the market.
- (iii) He requested to set up stops in Causeway Bay (along the tram route) upon implementation of route N307 to increase patronage.
- (iv) He objected to the rationalisation of routes 307A and 907C. He believed that if route 307A passed through Fu Tip Estate, sufficient patronage could be ensured and there was no need to cut the trips. At the same time, route 907C already had enough passengers, and the route could be retained to serve passengers in the area of Tai Po

Tau. He pointed out that the routeing after the merger of the two routes was circuitous, which would only make passengers turn to take the MTR East Rail Line (“EAL”).

- (v) Members had requested the introduction of additional special bus services plying from Lam Tsuen to Hong Kong Island and Yau Tsim Mong District, but the department had not provided any point-to-point services in this regard. In addition, the whole-day bus services from Tai Po to Yuen Long, Tin Shui Wai and Tuen Mun, which had been discussed for many years, were not mentioned in this year’s BRPP.

53. Mr. LAU Yung-wai’s comments and questions were as follows:

- (i) He asked the department to supplement on the routeing of route E41, and reminded the department that the relevant routeing plan should be provided in future to facilitate Members’ discussion.
- (ii) The TD adopted a double standard in examination the occupancy rate. The department would stop the service of a bus route on the grounds of inadequate occupancy rate if it intended to reduce the service. On the contrary, if it wished to retain the bus route, it would formulate a proposal for route extension. He cited the example that the occupancy rate of route 64X was 26%, and enquired about the rationale for formulating a proposal of route extension based on the above data.
- (iii) The reduction of trips for routes 271P and 273C on Saturdays would directly affect passengers along Tai Wo Service Road West to Tai Wo. As such, he strongly opposed the cancellation of the afore-mentioned routes on Saturdays, and considered that even if other bus routes offered interchange concessions, it might not necessarily attract passengers to interchange to other routes. However, he supported the interchange concessions on route 73C to routes 271 and 73X.
- (iv) Members had mentioned earlier that whole-day service should be provided by route 274P and previous District Councils (“DCs”) had been fighting for such service for at least six years. At present, the occupancy rate of route 274P was as high as 80%, which showed that there was a great demand for the route. He asked the TD to explain the reasons for failing to provide whole-day service.
- (v) He asked when the bus service between Science Park and Hong Kong Island would be implemented. At present, the occupancy rate of route 900 was about 60%. He considered that the route should be split into routes departed respective from Pak Shek Kok and Sui Wo Court in Fo Tan to Hong Kong Island.
- (vi) He considered that route N307 should provide overnight service covering the whole-night and doubted why route N373, which charged higher fares but had lower patronage, could retain its overnight service.

- (vii) He asked the department to provide the timetable for the introduction of route 907D and explain the reasons for its long delay. In addition, he considered it undesirable for two bus companies to operate the same route jointly.
- (viii) He did not object to increasing the trips of route 907C and extending the route to Fu Tip Estate, but emphasised that the routeing of the route in the area of Tai Po Old Market (both bounds) should be the same (i.e. via Ting Tai Road, Greenery Plaza and Ping On Lane bus stop).
- (ix) He objected to any proposals for rationalisation of route 307A.
- (x) He had taken other airport bus routes departing from the airport, and noticed that a large number of passengers got on the bus at Hong Kong-Zhuhai-Macao Bridge (“HZMB”) Hong Kong Port with a lot of luggage. As such, he asked how the TD handled the luggage arrangement on route A47X.

54. The Chairman pointed out that some members of public had taken leave to specially sit-in to observe the meeting, and reminded the TD to respond to Members’ questions.

55. Miss CHAN Ho-ye, Christy, responded as follows:

- (i) As the department had noticed that the intake of flats in the area of Shap Sze Heung would take place by phases starting from end-2024, it would closely monitor the passenger demand and service conditions in light of the development and construction progress in Shap Sze Heung and adjust the service level of routes in a timely manner. Regarding the frequency improvement of service heading to Ma On Shan and Sha Tin from Shap Sze Heung, the department would review the passenger demand after the intake of flats and discuss the feasibility of increasing the frequency with bus companies.
- (ii) In view of the impact on bus services between the New Territories East and Hong Kong Island following the commissioning of EAL cross-harbour extension in May 2022, the department was carefully considering the planning on routes between Shap Sze Heung and Hong Kong Island. In fact, all new routes proposed by the department, such as those from Shap Sze Heung to Ma On Shan (via Wu Kai Sha Station) and Sha Tin Town Centre as well as via the interchange at Western Harbour Crossing (“WHC”), could facilitate residents to travel to and from Hong Kong Island by interchanging to other public transport modes.
- (iii) She understood that Members hoped to introduce new bus routes plying from Shap Sze Heung to different districts and enhance point-to-point bus services. Under the principle of optimise use of resources, the department encouraged the public to optimise use of the existing public transport services and make full use of the interchange arrangements among public transport services, so as to optimise use of

resources, thereby enhancing the operational efficiency of public transport services.

- (iv) The department had listened to the views of members of the local community when formulating this year's BRPP, hence, it proposed to enhance the service of route 274P in the hope of relieving the passenger demand during peak hours through the proposed option. If the proposed option was implemented, the department would also keep a close eye on the changes in passenger demand for the service upon implementation, and co-ordinate with bus companies on route arrangements when necessary.
- (v) In this year's BRPP, the department proposed to extend the services of two bus routes in Tai Mei Tuk (namely routes 73P and 74E) to Saturdays, Sundays and public holidays. It would work out with the bus company the departure times of the above routes on public holidays having regard to the travel patterns of the public.
- (vi) She was aware of the comments on the provision of additional stops in Causeway Bay for route N307. In view of the relatively low passenger demand for overnight public transport services, and having regard to the use of resources and environmental protection, not all the districts were provided with direct overnight bus services. In this year's BRPP, the department proposed to cover the north of Causeway Bay and North Point by route N307. In considering the proposed options, the department had to balance the impact of route modification on existing services (such as the overall bus routeing and journey time) and the impact of route extension on passengers in the areas of Central and Sheung Wan. The department would review the feasibility of adjusting the proposal in consultation with the TTC of the relevant DCs and subject to the views of all parties concerned.
- (vii) She understood Members' concerns over the proposal of merging routes 307A and 907C. She emphasised that since the commissioning of the MTR EAL cross-harbour extension in May 2022, the department had noticed a significant drop in the patronage of the afore-mentioned two routes. As such, it considered that there was a need to provide cross-harbour buses to serve Tai Po residents with effective use of resources. To meet the travel demand of residents in Fu Tip Estate, the department proposed to provide two additional departures during the morning peak hours to serve residents in Fu Heng Estate and Tai Po Centre, and the total number of trips would be revised from eight to six after the merger.
- (viii) Regarding the progress of the BRPPs for the previous years, the relevant unit was working on the relevant proposals.

56. Mr. CHOW Tsz-ho responded as follows:

- (i) KMB was positive and proactive towards the suggestion of extending some of the bus routes currently serving Nai Chung (such as routes 87E, 40E and 274P) to Shap

Sze Heung, and had proposed to the TD for consideration. Besides, KMB was prepared to consider the extension of route N287 to Shap Sze Heung to provide overnight transport service to residents of Ma On Shan.

- (ii) If routes 99 and 299X were sufficient to fulfil the travel demand of construction workers and residents at the early stage of intake in Shap Sze Heung, KMB would be prepared to consider the adjustment of the afore-mentioned two routes so as to serve the passengers in the New Development Areas (“NDAs”).
- (iii) The introduction of return trip for route 64X proposed in last year’s BRPP could only be implemented subject to passenger demand. At present, the patronage of route 64X was relatively low. KMB would keep a close eye on passenger demand, and hoped that the patronage would be increased upon the extension of service to Hung Shui Kiu, which could then provide an adequate basis for the introduction of return trip.
- (iv) To increase the two-way services of route 274P during the peak hours, the resources would need to be doubled and KMB had to purchase additional buses and employ additional bus captains according to the increase. After the service upgrade of route 274P was implemented, there would be six buses and six bus captains serving route 274P, which was believed to be sufficient to provide whole-day service.
- (v) The patronage of cross-harbour bus routes was deeply affected upon the commissioning of the EAL cross-harbour extension. Regarding routes 900 / 900X, KMB suggested reducing the number of stops in Sha Tin and speeding up the journey to Pak Shek Kok, to attract passengers to take KMB buses. KMB was willing to consider Members’ proposals of increasing the number of destinations on Hong Kong Island (such as Causeway Bay) that overlapped less with railway service or providing whole-day route splitting.
- (vi) The route 307 series were also affected by the commissioning of the EAL cross-harbour extension, resulting in a drop in patronage. KMB was therefore open to any proposals that could improve the operating conditions of such routes.
- (vii) Except for route N373, bus companies had long been unable to provide overnight service plying to and from the North East New Territories for residents on Hong Kong Island (especially those in the area of Causeway Bay). KMB would be willing to look into the routeing adjustment.
- (viii) KMB took note of the demand mentioned by Members regarding the introduction of additional bus routes from Tai Mei Tuk and Lam Tsuen to Hong Kong Island and the whole-day bus service to and from the North West New Territories, and would, as in the past, study the relevant proposals actively.
- (ix) He would respond to the implementation timetable for the BRPPs in previous years at the next agenda item.

57. Ms. CHUNG Pui-yee, Penny, responded that she was aware that members of the public were very concerned about the transport facilities and services in Shap Sze Heung. The TD put forth the addition of five routes in this year's BRPP. Citybus / NWFB would readily study the introduction of such routes. In addition, Citybus / NWFB would actively explore with the department on the provision of more services to connect Shap Sze Heung to other destinations.

58. Mr. LO Chung-kun, Alexander, responded as follows:

- (i) The patronage of route 307 series was affected by the commissioning of the EAL cross-harbour extension. The proposed consolidation of routes 307A and 907C aimed at providing more frequent services to the stops in some housing estates, while the number of departures of route 907C would be increased from four to six. Bus companies hoped to attract residents to use the services through the bus route consolidation and proper use of resources. Citybus / NWFB would also listen to Members' views and review the above proposal.
- (ii) Citybus / NWFB would be willing to consider the proposal of route N307 passing through Causeway Bay.
- (iii) He would supplement on matters relating to the introduction of route 907D at the next agenda item.

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

- (i) He was disappointed that there had been no bus service between Sai Kung North and Tai Po Market for decades. A new bus route between Shap Sze Heung and Sha Tin Town Centre, as proposed by the TD, would overlap with route 299X. He opined that it would be more desirable to introduce a new bus route between Tai Po District and Wong Shek Pier.
- (ii) The department had earlier proposed to introduce departures between Wong Shek Pier and Sha Tin on holidays. Members had requested for service between Wong Shek Pier and Tai Po at that time to facilitate villagers of Tap Mun living in Tai Po Market and the Mainland visitors who came to Hong Kong for camping. In addition, the introduction of the route from Tai Po to Wong Shek Pier could tie in with the interchange service of route 299X to avoid the overlapping of resources and also alleviate the EAL service from Tai Po to Sha Tin.
- (iii) The number of residents in the area of Shap Sze Heung would be increased by about 50 000 in 2025. He hoped that the department would be better prepared for future development. In addition, he hoped that the department could increase the frequency of departures between Shap Sze Heung and Ma On Shan, and consider

increasing the number of special departures as well as the frequency of regular departures between Shap Sze Heung and Tai Po to facilitate villagers.

- (iv) He hoped that the department would consider extending the special morning departures of route 682 to Hoi Ying Road.
- (v) There were three cross-harbour bus routes plying from Ma On Shan to Hong Kong Island East, Central and Hong Kong Island West. He did not understand why there was only cross-harbour route 307 for Tai Po District. He opined that there was a need to introduce bus routes to serve residents to the vicinity of Quarry Bay, Siu Sai Wan and Chai Wan.

60. Mr. TAM Yi-pui continued to go through the tabled paper (see Annex III), and added as follows:

- (i) If residents of Shap Sze Heung needed to travel to the urban areas by interchanging at Ma On Shan or Wu Kai Sha in future, the interchange pattern would be similar to that of Pak Shek Kok and Queen's Hill, North District. At present, the residents of Queen's Hill were very dissatisfied with the traffic situation, and he hoped that the same situation would not happen in Shap Sze Heung. He reminded the department that in addition to the new residents, there were already passengers living in the area around bus stops such as Sai O Village, Symphony Bay and Che Ha. Moreover, the minibuses of route 807K often skipped stops due to full capacity, and its last trip departed earlier than 0:10 a.m., which was unsatisfactory.
- (ii) Apart from adjusting the services of routes 99 and 299X, he opined that there was a need to increase resources for these routes to address the problem of full capacity, thereby relieving public grievances.
- (iii) He supported KMB's proposal of extending route N287 and other bus routes on Hong Kong Island to Shap Sze Heung, and opined that the extension of route 274P to Shap Sze Heung could effectively meet the demand of residents and construction workers. In addition, he requested that the special departures of route 988 be extended to Shap Sze Heung.
- (iv) He asked the department to supplement on the reasons for proposing a new route from Shap Sze Heung to Kowloon Bay to run in a reverse direction in Kwun Tong (i.e. to pass through Kwun Tong before heading to Kowloon Bay).
- (v) The route referred to in paragraph 59(ii) above was route 74R. He supported Members' proposal of extending the afore-mentioned route to Wong Shek Pier, and suggested that the department refer to route R94.
- (vi) The TD might not be able to grasp the patronage of minibus route 807K accurately when conducting the inspection during Lunar New Year school holidays. As such,

he suggested that the department should conduct inspections during peak hours to collect accurate data.

- (vii) In the long run, he opined that there was a need for route N307 to provide whole-day service. He pointed out that overnight bus services were provided in all new towns in the New Territories except Tai Po District. As such, he hoped that the department would implement whole-day and overnight bus service in Tai Po District as soon as possible.
- (viii) Although routes 307A and 907C were affected by the commissioning of the EAL cross-harbour extension, he opined that the demand in Fu Tip Estate could increase the patronage of route 307A, and believed that residents would tend to choose the point-to-point bus service. As such, he opined that there was an absolute demand for that route and the department should not reduce the number of departures from the original eight to six on the grounds of routes merging. In addition, he asked the department to provide the distribution of passengers heading to Wan Chai, Admiralty, Central and Sheung Wan by route 307A for reference.
- (ix) Some members of the public had relayed that it took a month to receive a reply after providing comments to the TD. He asked the department to pay attention to it.

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

- (i) KMB did not explain the reasons for the delay in introducing routes 900 and 907D.
- (ii) He did not understand why there was no overnight bus service in Tai Po District. He opined that although the patronage of overnight buses could hardly reach a satisfactory level, it was the social responsibility of bus companies to provide whole-night and overnight bus services.
- (iii) The department stated that after the merger of routes 907C and 307A, there would be two additional departures, but he noticed that the above arrangement was tantamount to reducing four departures from route 307A, which he considered that the department's approach was utterly outrageous. He pointed out that there was no point-to-point bus service from the area of Tai Po Tau to Central and Sheung Wan and residents could only take the MTR. However, the trains on EAL were so crowded that it was difficult for residents to get on the trains at Tai Wo Station and Tai Po Market Station. He opined that the department had not considered the actual circumstances of the public.

62. Miss Christy CHAN responded as follows:

- (i) The department noted Members' suggestions on the introduction of services between Tai Po District and rural areas such as Sai Kung North (for example, Tap Mun and

Wong Shek Pier).

- (ii) The department would plan new bus routes for comprehensive new housing developments, and then through the work on the selection of route operators, the department hoped to provide bus services to residents with competitive bus services and fares. The department had been adjusting the bus services in light of the situation before and after the intake of flats at Queen's Hill, including the launch of new bus routes (such as routes 56A and 78B) to enhance the bus services at Queen's Hill. Similarly, the department would plan for the relevant bus services for Shap Sze Heung in light of the development progress and passenger demand.
- (iii) Regarding the new route from Shap Sze Heung to Kowloon Bay, which would pass through Kwun Tong before going to Kowloon Bay, the department's original intention was that it would be faster for buses to reach Kwun Tong Business Area via the Kwun Tong Bypass.
- (iv) The department was closely coordinating with bus companies to effect the introduction of route 907D plying to and from Hong Kong Island East. She was aware that the relevant unit had received applications from bus companies for the introduction of route 900 and the relevant applications were being processed.
- (v) The department would review the proposals on the provision of whole-night service by route N307 and the addition of stops in Causeway Bay area, and would study the feasibility of these proposals with the bus companies.
- (vi) Since the commissioning of the EAL cross-harbour extension, the patronage of routes 307A and 907C had dropped significantly. It was believed that the majority of passengers chose to take MTR to Admiralty and Wan Chai, thus the patronage of routes 907C and 307A, which went to Hong Kong Island West via WHC, had dropped significantly. As such, the route proposed by the department would run through WHC to allow passengers to continue to make use of the interchange network at WHC to go to Hong Kong Island, thereby attracting more passengers to take that route.
- (vii) In view of the changes in patronage and routeing of routes 307A and 907C as well as the development in Tai Po District, the department opined that there was a need to adjust the services of the above two routes. When formulating the proposed options, the department had balanced the demand for cross-harbour bus routes in Tai Po District and the impact of modifying the routeing, so as to continue to provide cross-harbour bus services to residents in Tai Po District under the principle of optimise use of resources and sustainable development.

63. Mr. CHOW Tsz-ho responded as follows:

- (i) He understood that Members opined that there was a need to introduce bus routes

between Shap Sze Heung and University Station, Tai Po Market, etc. KMB had been positive about the proposal and was willing to allocate resources to serve the residents in the area of Shap Sze Heung.

- (ii) From the patronage of routes 99 and 299X, it showed that the current frequency level seemed to be adequate to meet the passenger demand. If Members found that the above services were full, they might provide relevant information to KMB, and KMB would actively follow up. In addition, KMB would be glad to increase the frequency to serve construction workers and residents.
- (iii) KMB would follow the principle of achieving the greatest effects with the use of public resources to study the addition of stops in Tai Po District for route N373.

64. Ms. Penny CHUNG responded that Citybus / NWFB would co-operate with the TD to actively study the introduction of bus routes plying between Shap Sze Heung and some new locations such as Hong Kong Island and University Station as suggested by Members. As a franchised bus company, Citybus / NWFB would co-operate with the department to provide appropriate transportation services for the NDAs.

65. Mr. Alexander LO responded as follows:

- (i) He emphasised that Citybus / NWFB hoped to provide passengers with more frequent services through resource consolidation. As the service area of route 307 series had a greater overlapping with the EAL, it was believed that most of the passengers bound for Central, Sheung Wan and Wan Chai had changed to take MTR. The patronage of route 307 series had therefore dropped. Given that route 907C, which travelled through WHC, was more popular, Citybus / NWFB put forth the relevant proposal in this year's BRPP, and would review to see whether there was room for enhancing the above proposal according to Members' comments.
- (ii) A stop at Fu Tip Estate would be added to route 907C upon consolidation, with a view to sustaining the development of the route with additional patronage.
- (iii) If the extension of the coverage of route N307 could effectively attract passengers, Citybus / NWFB was willing to review the service level in light of passenger demand.

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

- (i) He asked for the department's response to whether the frequency of routes 307A and 907C would be reduced after rationalisation. In addition, he considered that the department needed to respond to the demand of the residents in the area of Tai Po Tau and Tai Po Old Market, and should first consider modifying rather than reducing the routes.

- (ii) The reason for the introduction of route N307 was that residents in the North District objected to route N373 passing through Tai Po District. He therefore doubted if the proposal of modifying the routing of route N373 to pass through Tai Po as proposed by KMB was feasible. He opined that the premise of providing additional stops in Causeway Bay for route N307 was that KMB could provide whole-night and overnight service to residents in the district.
- (iii) He opined that bus companies should not only retain popular routes and cancel those with unsatisfactory patronage, and then proposed compensation proposals for interchange. The convenience of the point-to-point service would be lost if passengers had to rely on the interchange proposals to take buses.
- (iv) He considered it necessary for the department to give an account of the actual commencement date of route 907D, and it was unacceptable for the department to delay the bus route in question for two years.
- (v) He asked the department to clarify whether the operation application for route 900 was related to the extension of service hours or provision of departures travelling in the reverse direction.

67. The Chairman suggested that the introduction of route 907D should be carried over to the next agenda item for discussion.

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

- (i) Route 78X also adopted a reverse route in Kwun Tong. He observed that there was not much passenger demand to go to Telford Gardens, and that route had caused buses congested at the Kwun Tong Bypass. He suggested that the department should review the need to adjust the bus routing from Shap Sze Heung to Kwun Tong as the case may be.
- (ii) He asked whether the five proposed bus routes for Shap Sze Heung would be tendered as a package or individually.
- (iii) He had received complaints from some members of the public in early February that the morning departures of minibus route 807K were unstable and he asked the department to respond to it. In addition, the minibus service in the district was far from satisfactory, and he opined that there was a need to provide a more stable bus service to local residents so as to fulfil their transport demand.

69. The Chairman's comments were as follows:

- (i) He asked the TD to supplement on the journey time of departures of routes 73P and 74E on public holidays.

- (ii) He opined that the proposal of TD for route 274P was only patchy fixes. He asked the department to provide the tender requirements for minibuses in the tender and the actual number of minibuses running on route 26. He also considered it unreasonable to allow minibus route 26 to dominate the market instead of implementing the whole-day service of route 274P. Moreover, as the fare of minibus route 26 was 70% higher than that of route 274P, he believed that there was sufficient justification for implementing whole-day service for route 274P.
- (iii) The department packaged the rationalisation of routes 307C and 907A as a positive proposal, but had in fact reduced the frequency. The department proposed to extend the route to Fu Tip Estate, which would indeed increase the patronage, but then the department reduced the frequency, which was unacceptable.

70. Miss Christy CHAN responded as follows:

- (i) The department understood that the travel patterns of the public differed between public holidays and weekdays. As mentioned earlier, the department would discuss with bus companies on the departure time of the above routes 73P and 74E on public holidays in light of the habit of the public.
- (ii) Both the department and bus companies were aware of Members' comments on the provision of whole day and overnight bus service by route N307.
- (iii) On the deployment of resources for frequency reduction after the rationalisation of routes 307A and 907C, she pointed out that this year's BRPP proposed to enhance the services of other routes or introduce new routes (namely routes 274P, 900 and 907D, etc.), and bus companies would need to arrange new vehicles for this purpose.
- (iv) She understood that Members would like to retain route 307A, but the actual situation reflected that the demand of residents of Tai Po District to take cross-harbour buses had dropped upon the commissioning of the EAL cross-harbour extension. As the department hoped to continue to provide efficient cross-harbour bus services for residents in Tai Po District, it therefore proposed improvements for the route concerned in various aspects (such as departure, routing and arrangement for the bus terminus) so that the bus route could attract more patronage. It was necessary for the department to adjust bus service in response to changes in the surrounding environment, instead of keeping all the route arrangements unchanged.
- (v) The five new bus routes proposed by the department in light of the development in Shap Sze Heung would be tendered as a package. The department would report to the TTC in a timely manner if there was further information.

71. Mr. Peter AU added that he would reflect to the staff concerned the problems concerning minibus route 807K such as its inadequate and unstable departures as well as the advancement of its

last departure. Besides, there were currently 27 minibuses on route 26. He would reply to Members at a later time on the number of minibuses required in the tender.

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

- (i) He could not accept that the reduction of the departures of route 307A by the department on the grounds of resource deployment. He pointed out that route 307A was a jointly operated route, and the two reduced departures were partially serviced by Citybus / NWFB, yet the routes that had to be operated by resource allocation were all KMB routes. He considered that the department reduce the departures in a tricky manner.
- (ii) He opined that the department had never responded to how would it deal with the needs of residents in the area of Tai Po Tau, Serenity Park and Tai Po Old Market to commute to Central and Sheung Wan in the morning. The department had neither responded to the issue that the service of nine-car trains at Tai Wo Station on the EAL cross-harbour extension was insufficient to meet the demand during peak hours.
- (iii) He doubted whether the patronage of route 907C far exceeded that of route 307A, which made the department decided to increase the resources for the former and deprive the latter. He opined that the department should consider attracting more passengers to take route 307A instead of cutting the route completely. He considered that the department should align this year's BRPP with the resumption of normalcy to attract more members of public to take buses.
- (iv) He pointed out that the department had not yet replied on the exact dates for the introduction of return trips of route 900 and route 907D. He doubted that the department had still not drawn up a firm timetable.

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

- (i) Residents in Sai Keng, Nga Yiu Tau to Sai Kung Town Centre hoped that the five new proposed routes in Shap Sze Heung could provide them with suitable bus services.
- (ii) He pointed out that route 73 towards Fanling (Wah Ming) travelled via two stops also known as "Kwong Fuk Road BBI", and the fare at one of the stops was \$7.20, whereas the other one at "Kwong Fuk Road BBI - Po Heung Bridge" was \$6.70. He hoped that the bus company could align the fares.

74. The Chairman added that apart from the afore-mentioned two stops named "Kwong Fuk Road BBI", there were also "Kwong Fuk Road BBIs" on Po Heung Bridge and Plover Cove Road, and members of the public had reflected that the naming was confusing.

75. Miss Christy CHAN responded as follows:

- (i) As mentioned earlier, this year's BRPP proposed to enhance the services of other routes or introduce new routes, etc., and bus companies would need to arrange new vehicles for this purpose. For example, route 907D was a jointly operated route of KMB and Citybus / NWFB. The department would implement the relevant services as soon as possible, and actively process and implement other bus routes that had been confirmed earlier.
- (ii) She hoped that Members could understand that the occupancy rate might not rebound even if route 307A was retained, and the situation was not optimistic in the long run. In addition, the department believed that the consolidation of resources would benefit residents of Tai Po District as a whole.
- (iii) She took note of Members' suggestion that the return trip of route 907C should pass through the area around Greenery Plaza, and their views on the service rationalisation of routes 307A and 907C.
- (iv) The department would review the feasibility of adjusting the proposed option of routes 307A and 907C in consultation with the TTC of relevant DCs.

76. Mr. CHOW Tsz-ho pointed out in response that to solve the problem of the sectional fare arrangement of route 73, all one needed to do was to implement the sectional fare arrangement of \$6.70 one stop earlier. KMB would follow up on the relevant proposal and report to Members in a timely manner.

77. Mr. LAU Sheung-man responded that KMB had recently named the bus stops along Kwong Fuk Road as "Kwong Fuk Road BBI" to remind passengers that such area belonged to the BBI. Upon the renaming, KMB had added the original names of the stops concerned to the "Kwong Fuk Road BBI" (such as "Kwong Fuk Road BBI - Po Heung Bridge", "Kwong Fuk Road BBI - Po Heung Street") together with the provision of platform numbers and maps to facilitate passengers to adapt to the modus operandi of the BBI gradually.

78. Ms. Penny CHUNG responded that as Citybus / NWFB offered different combinations of interchange concessions at various bus stops over the territory, there was no plan to rename the bus stops for this purpose. At present, Citybus / NWFB only named grade BBI (such as Tseung Kwan O Tunnel Bus-Bus Interchange) for BBI.

79. The Chairman announced that he was about to deal with an impromptu motion moved by a Member. Pursuant to Order 17 of the TPDC Standing Orders ("Standing Orders"), unless otherwise agreed by the Chairman, a Member who wished to move a motion was required to inform the Secretary 10 clear working days before a forthcoming meeting. However, as many Members

were concerned about the matters relating to the afore-mentioned impromptu motion which were of an urgent nature, he had exercised his discretion to allow the motion to proceed.

80. The Secretary read out the motion moved by Mr. LAU Yung-wai as follows:

“The Traffic and Transport Committee of the Tai Po District Council objects to the cancellation of bus route 307A by the Transport Department in the name of resource consolidation, ignoring the interest of residents in the vicinity of Tai Po Tau, Serenity Park and Tai Po Old Market.”

The motion was seconded by Mr. AU Chun-ho.

81. No Members on the floor proposed any amendment motions.

82. The Chairman asked Members to vote on the motion. The TTC agreed to vote by open ballot, and the result was as follows:

For:	4 votes	Mr. HO Wai-lam, the Chairman, Mr. AU Chun-ho, Mr. LAU Yung-wai and Mr. TAM Yi-pui
Against:	0 vote	
Abstention:	0 vote	
Present without voting:	0 vote	
Absent without voting:	0 vote	
Total:		4 votes

83. The Chairman announced that the above motion was carried, and said that the BRPP had been fully discussed by the TTC. He suggested that Members express whether they were in support of the implementation of the BRPP on a route-by-route basis.

84. No Members on the floor raised objection.

85. Mr. LAU Yung-wai's questions were as follows:

- (i) He asked whether the introduction of special routes 73X and 74E would affect the resources of the main routes.
- (ii) He asked about the overload problem of luggage racks for route A47X, and whether KMB would increase the departures at HZMB or provide guidelines to solve the afore-mentioned problem.

86. Miss Christy CHAN said that the services of routes 73X and 74E was proposed to be extended to Saturdays, Sundays and public holidays, while the number of departures and the use of resources on weekdays would remain unchanged.

87. Mr. CHOW Tsz-ho responded that there was a predetermined number of seats and the proportion of space occupied by luggage racks on buses. If there was insufficient space on the luggage racks, KMB would follow the guidelines to increase the number of departures to solve the problem with a view to providing more space on the luggage racks and more seats for passengers. As route A47X was still at the stage of proposal, KMB undertook to deploy more staff to assist passengers to get on board at the Public Transport Interchange at the Hong Kong Port of HZMB in future, and was willing to deploy resources on an ad hoc basis as appropriate.

88. Members expressed their stances on the routes under the programme as follows:

(i) The proposed routes that had been endorsed included:

(a) Routes 64X, 73F, 73X[73P], 74E, 900[900X], E41 and A47X

(b) Route 274P: Members agreed with the proposal but opined that there was a need to provide whole-day service, which should be extended to Shap Sze Heung.

(c) Five new bus routes between Shap Sze Heung and Ma On Shan Town Centre, Sha Tin, Tsuen Wan, Tsim Sha Tsui and Kowloon Bay: Members urged the department to consider increasing the number of departures of these new routes.

(ii) The proposed routes that had not been endorsed included:

(a) Routes 271[271P] and 273P[273C]: Members objected to the cancellation of special departures on Saturdays but supported the relevant interchange concession.

(b) Route N307: Members considered it necessary to set up stops in Causeway Bay and that the whole-night and overnight service must be provided.

(c) Routes 307A and 907C: Members were in opposition to the merger proposal.

V. Follow-up on the implementation of Bus Route Planning Programme in the previous year
(TPDC Paper Nos. TT 15/2023, TT 15a/2023, TT 15b/2023 and TT 15c/2023)

89. The Chairman went through TPDC Paper No. TT 15/2023, and added that the TD had responded to the implementation of some bus routes at the previous agenda item but had not responded to the follow-up of routes T74, N307, 907D, 64X and 65X.

90. Mr. Peter AU went through TPDC Paper No. TT 15c/2023.

91. Mr. CHOW Tsz-ho went through TPDC Paper No. TT 15b/2023.
92. Mr. Alexander LO went through TPDC Paper No. TT 15a/2023.
93. The Chairman said that some of the routes were originally anticipated for implementation in the fourth quarter of 2020, but there remained no implementation date so far. He hoped that the department would take forward the services as soon as possible.
94. Mr. TAM Yi-pui inquired as to the commencement date of route 85P. He pointed out that the residents in Sai Kung North had to take Tuen Ma Line of MTR in Wu Kai Sha to Kowloon City, To Kwa Wan and Hung Hom, and thus he hoped that route 85P would be introduced as soon as possible. In addition, he asked the department to provide the implementation dates of other routes, and supplement on the reasons why the routes could not be introduced.
95. Mr. AU Chun-ho asked the Chairman whether this agenda item was to follow up on the implementation of BRPP in previous years or just in the previous year.
96. The Chairman responded that this agenda item was to follow up on the backlog of bus routes that had been proposed in the past few years but yet to be implemented to date. It was noted that Members had commented on this agenda item on the internet earlier and thus he asked Mr. AU Chun-ho to explain his online remarks.
97. Mr. AU Chun-ho admitted that he had made relevant remarks on his personal social platform but considered it irrelevant to the agenda item.
98. The Chairman reiterated that Members were welcome to give comments and he was willing to accept criticisms. He said that he had sought legal advice and would take legal action.
99. Mr. Peter AU responded that the department understood that there remained no direct bus route from Nai Chung to Kowloon Central at present, and would keep a close eye on the situation with bus companies to implement route 85P in a timely manner. The department would inform Members of further updates if any.
100. Mr. TAM Yi-pui said that he would like to have the specific timetable for route 85P as soon as possible.
101. The Chairman asked the TD and bus companies to inform Members of the actual commencement date of route 85P as soon as possible.

102. Mr. LAU Yung-wai said that he would like to follow up on the implementation progress of route 900 in the morning (Pak Shek Kok bound) and evening (Hong Kong Island bound).

103. Mr. Peter AU responded that the department was following up on the application with the bus companies and expected to implement the project in the second quarter of this year.

104. Mr. LAU Yung-wai asked the department to follow up on the above project as soon as possible.

105. Mr. Peter AU responded that he would follow up on the application with the bus companies and would inform Members if there were updates on the implementation of that bus route.

106. The Chairman asked the TD and bus companies to take note of the above matters.

VI. Review of bus routes B8 and W3

(TPDC Paper Nos. TT 16/2023, TT 16a/2023, TT 17/2023, TT 17a/2023, TT 18/2023, TT 18a/2023, TT 18b/2023 and TT 28/2023)

107. The Chairman said that the three papers on the review of bus routes B8 and W3 submitted by Members would be discussed together on this agenda item, and he first went through TPDC Paper No. TT 16/2023.

108. Mr. LAU Yung-wai went through TPDC Paper Nos. TT 17/2023 and TT 18/2023.

109. Mr. Peter AU went through TPDC Paper No. TT 28/2023.

110. Ms. KWOK Chi-ching and Mr. Clarence CHAN went through TPDC Paper Nos. TT 16a/2023, TT 17a/2023 and TT 18a/2023. Mr. Clarence CHAN added that based on the observations of Citybus / NWFB, there were a certain amount of passengers travelling from Heung Yuen Wai Port to Tai Po by route B8. As such, there remained sufficient space for the bus route to accommodate passengers travelling from Tai Po to Sha Tin. He believed that Citybus / NWFB could coordinate with the said arrangement in operation, and was willing to study actively the arrangement of providing short-haul sectional fares.

111. Mr. CHOW Tsz-ho went through TPDC Paper No. TT 18b/2023.

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

- (i) Both KMB and Citybus / NWFB had said that they were open to the arrangement of providing sectional fares. The TD had pledged to constantly encourage and coordinate bus companies to provide fare concessions. As such, he did not

understand why the department still had to discuss the arrangement of sectional fares for bus routes B8 and W3, and was of the view that the department should coordinate the arrangement.

- (ii) The patronage of route W3 had always been on the low side. He hoped that the department would consider the operating conditions of the bus company and allow KMB to provide concessions to attract more passengers.

113. Mr. TAM Yi-pui concurred with Members' opinions that sectional fares should be provided to benefit more residents. He asked about the reasons why the department had not approved Citybus / NWFB in providing sectional fares for route B8. He opined that the source of passengers for minibus and bus services were different, and thus there should be no objection to the provision of sectional fares for buses on the grounds of avoiding the introduction of competition.

114. The Chairman said that he was disappointed that the TD had yet to implement sectional fares to date.

115. Mr. Peter AU responded that in accordance with the spirit of free enterprise, it was the commercial decision of individual public transport service operators to provide fare concessions and detailed arrangements. In vetting and approving individual fare concession proposals for franchised bus companies, the TD would strive to maintain a diversified service as well as a co-ordinated and efficient public transport network in all districts, so that passengers could have a choice of services, while taking into account the healthy and sustainable development of public transport services in terms of operation and finance. If the department received any proposals for sectional fares, it would consider them in the light of the above considerations.

116. Mr. LAU Yung-wai pointed out that the department should allow bus companies to provide sectional fares in order to improve their operations. If the department considered that such a decision would undermine the operations of other public transport services, he asked the department to explain which public transport operators would be affected by the above sectional fare arrangement.

117. The Chairman opined that the implementation of sectional fares could help bus companies attract more passengers, thereby enabling them to maintain healthy operations. He pointed out that, for example, since the introduction of route B8 on 11 February 2023, the service frequency had been increased forthwith to meet passenger demand. However, the TD still rejected the application of the bus company for the same reason. He asked the department to provide justifications.

118. Mr. Peter AU responded that the TD had not received details about sectional fare concessions for the time being, and thus could not examine the arrangements. He explained that the department had to examine carefully the impact of the suggestion on the existing public transport services in the

district, especially GMB service whose routeing overlapped with that of route B8 to varying degrees. If the number of passengers or service frequency of some of the GMB services decreased as a result, passengers that did not benefit from sectional fare suggestions would be affected.

119. The Chairman found that the response of the department was absurd, and could not accept its explanation that routes 274P and B8 also had not implemented whole-day services or sectional fare arrangements due to the need to protect the interests of GMB operators.

120. Mr. TAM Yi-pui pointed out that as buses could carry more passengers than GMBs, GMBs should be positioned as a supporting role. He hoped that the department would give more consideration to the above suggestion.

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

- (i) He opined that when the catchment areas of minibuses and buses overlapped, more considerations should be given to how the two routes could serve different passengers. The fare of route B8 was currently \$15, which failed to attract short-haul passengers. He opined that there were insufficient grounds for the department not to encourage and coordinate bus companies to provide fare concessions as undertaken.
- (ii) The department indicated in May 2022 that it would coordinate with the bus company on the arrangement after the commencement of service of route B8, but nearly a year had passed since then. As such, he asked the department on what grounds to reject the application.
- (iii) He requested the department to provide two-way sectional fares for the captioned bus routes as soon as possible.

122. Mr. Peter AU noted Members' comments and said that the department, upon receipt of an application for sectional fares by the bus companies later, would vet and approve it based on the considerations mentioned in paragraph 115 above.

123. Mr. Clarence CHAN added that route B8 provided exclusive direct service from Tai Po to Shek Mun via Tolo Highway. The journey only took ten minutes which was very rapid. In addition, the tender exercise for route B8 was carried out as early as 2019, but due to the epidemic, the official introduction of the route was postponed to early 2023. He recalled that Members had also made enquiries to Citybus / NWFB in October 2020 as to their willingness to provide sectional fares. The new minibus route running between Tai Po and Sha Tin this year was introduced after the tender exercise for route B8 (March 2021).

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

- (i) Sectional fares had been implemented on some sections of route B8 at present, which proved that it was feasible to provide sectional fares. As such, he found the remarks of the department unreasonable.
- (ii) The department ignored Citybus / NWFB's willingness to provide sectional fares and subsequently invited tenders for the operation of minibus services with overlapping routes. As such, he opined that the department failed to protect the sustainable development of bus routes and the robust operation of the bus company, and there was no thorough planning when drawing up the route planning programme. If the department was of the view that the implementation of sectional fares would affect the minibus operators, it should think about how to address the issue.
- (iii) He believed that the residents of Sheung Shui and Tai Po Districts would not take route W3 to Hong Kong West Kowloon Station, and thus the patronage of route W3 had always been on the low side. He opined that the department should allow route W3 to provide sectional fares to develop its clientele.

125. The Chairman remarked that he could not understand why the department had to protect the interests of some operators while ignoring the interests of Tai Po residents. The minibus operator was the main operator who provided services between Tai Po and Ma On Shan and Sha Tin. He asked the department whether the minibus was positioned to provide supplementary or main services.

126. The Chairman announced that he was about to deal with a motion moved by himself as follows:

“The Traffic and Transport Committee of the Tai Po District Council requests the Transport Department and Citybus to provide new sectional fares between Tai Po and Sha Tin for route B8, and increase the frequency of whole-day bus service from Monday to Friday to bring convenience to the residents.”

The motion was seconded by Mr. TAM Yi-pui.

127. No Members on the floor proposed any amendment motions.

128. Mr. LAU Yung-wai said that he would move another impromptu motion in respect of the provision of sectional fares for route W3.

129. The Chairman asked Members to vote on the above motion. The TTC agreed to vote by open ballot, and the result was as follows:

For:	4 votes	Mr. HO Wai-lam, the Chairman, Mr. AU Chun-ho, Mr. LAU Yung-wai and Mr. TAM Yi-pui
Against:	0 vote	
Abstention:	0 vote	
Present without voting:	0 vote	
Absent without voting:	0 vote	
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Total:	4 votes	

130. The Chairman announced that the above motion was carried.

131. The Chairman announced that he was about to deal with an impromptu motion moved by a Member. Pursuant to Order 17 of the Standing Orders, unless otherwise agreed by the Chairman, a Member who wished to move a motion was required to inform the Secretary 10 clear working days before a forthcoming meeting. However, as many Members were concerned about the matters relating to the afore-mentioned impromptu motion that were of an urgent nature, he had exercised his discretion to allow the motion to proceed.

132. The Secretary read out the motion moved by Mr. LAU Yung-wai as follows:

“The Traffic and Transport Committee of the Tai Po District Council requests the Transport Department, Citybus and KMB to provide new sectional fares between Tai Po and Sha Tin for bus routes B8 and W3, and increase the frequency of whole-day bus service from Monday to Friday for bus route B8 to bring convenience to the residents.”

The motion was seconded by Mr. AU Chun-ho.

133. No Members on the floor proposed any amendment motions.

134. The Chairman asked Members to vote on the above motion. The TTC agreed to vote by open ballot, and the result was as follows:

For:	3 votes	Mr. AU Chun-ho, Mr. LAU Yung-wai and Mr. TAM Yi-pui
Against:	0 vote	
Abstention:	0 vote	
Present without voting:	1 vote	Mr. HO Wai-lam, the Chairman
Absent without voting:	0 vote	
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Total:	4 votes	

135. The Chairman announced that the above motion was carried.

136. The Chairman declared that the meeting be adjourned.

137. The meeting resumed thereafter.

VII. Request to enhance the service of KMB route 96 to bring convenience to the public
(TPDC Paper Nos. TT 19/2023, TT 19a/2023 and TT 19b/2023)

138. Mr. LAU Yung-wai went through TPDC Paper No. TT 19/2023.

139. Mr. Peter AU went through TPDC Paper No. TT 19b/2023.

140. Mr. CHOW Tsz-ho went through TPDC Paper No. TT 19a/2023.

141. Mr. LAU Yung-wai was pleased to learn that KMB was positive to the suggestions, and hoped that the TD and KMB would discuss and take forward the suggestions.

142. Mr. Patrick MO, the Vice-chairman's questions were as follows:

- (i) He asked about the occupancy rate of route 96, as well as which direction of trips had a higher occupancy rate.
- (ii) He asked about the stops that had the largest number of passengers boarding and alighting. To his observation, there was a high majority of passengers boarding in Tai Po and the metro area of Tseung Kwan O, and thus he asked about the occupancy rate in the area of Science Park.

143. Mr. CHOW Tsz-ho responded as follows:

- (i) To the preliminary observation of KMB, there were more residents of Tseung Kwan O taking route 96. There were more passengers getting off in the vicinity of Science Park in the morning while more passengers getting on board around the area in the evening. He believed that this was due to the fact that the route was mainly for Tseung Kwan O residents commuting to and from Science Park via Tate's Cairn Tunnel.
- (ii) The morning departures from Tseung Kwan O and evening departures to Tseung Kwan O had a higher occupancy rate of about 60%, whereas the morning departures from Tai Po and evening departures to Tai Po had an occupancy rate of about 40% to 50%.

- (iii) He concurred with Members' observation that boarding and alighting of passengers was more frequent at stops in Tai Po town centre.

144. Mr. Patrick MO, the Vice-chairman, opined that the patronage for departures from Tseung Kwan O to Tai Po was quite good, and suggested that KMB review the needs of local residents and consider introducing spoke routes.

145. Mr. CHOW Tsz-ho said that KMB was aware of the comments and was willing to conduct further studies.

VIII. Request to provide two-way sectional fare and interchange discount for LWB route E41 (section between Tai Po Tau Bus Terminus and Tai Po Central Bus Terminus)
(TPDC Paper Nos. TT 20/2023, TT 20a/2023 and TT 20b/2023)

146. Mr. LAU Yung-wai went through TPDC Paper No. TT 20/2023.

147. Mr. Peter AU went through TPDC Paper No. TT 20b/2023.

148. Mr. CHOW Tsz-ho went through TPDC Paper No. TT 20a/2023.

149. Mr. LAU Yung-wai was pleased to learn about the reply of KMB. There was currently no other public transport service from Tai Po Tau to Tai Po Centre. As such, to avoid affecting existing passengers, he would not request the provision of sectional fares between Tai Po Tau and Tai Po Market for route E41, but the provision of sectional fares between Tai Po Tau and Tai Po Central Bus Terminus to benefit the travel of residents in the vicinity of Tai Po Tau. He hoped that the TD would give serious consideration to the application.

150. Mr. Patrick MO, the Vice-chairman, opined that most of the passengers on route E41 alighted at Kwong Fuk Road, and thus he believed that there was sufficient space to accommodate passengers travelling from Tai Po Market to Tai Po Tau. In addition, as the bus service was more stable than the service of minibus route 21A, he asked the department to implement the proposal as soon as possible.

151. Mr. Peter AU was aware of Members' comments, and said that the department would carry out vetting and approval based on the considerations mentioned earlier (see paragraph 115 above).

152. Mr. CHOW Tsz-ho said that KMB looked forward to implementing the arrangement of sectional fares.

IX. Request to enhance overnight bus services from Hong Kong Island to Tai Po
(TPDC Paper Nos. TT 21/2023, TT 21a/2023, TT 21b/2023 and TT 21c/2023)

153. The Chairman welcomed Mr. KAN Hok-hei, Kenny, Head of Corporate Communications and Public Affairs Department of KMB to attend the meeting. He went through TPDC Paper No. TT 21/2023 and said that he would later deal with a motion moved by himself as follows:

“The Traffic and Transport Committee of the Tai Po District Council requests the Transport Department, KMB and Citybus to extend the catchment areas of routes N307 and N373 to Causeway Bay, as well as to increase the service frequency to meet the needs of overnight bus service between Hong Kong Island and Tai Po District.”

The motion was seconded by Mr. TAM Yi-pui.

154. Mr. LAU Yung-wai said that he had no objection to the suggestion in principle, and asked whether the service of the minibus route travelling from Wan Chai to Sheung Shui had been suspended.

155. The Chairman pointed out that the minibus service from Wan Chai to Sheung Shui was currently suspended.

156. Mr. LAU Yung-wai would like to confirm whether the minibus route from Wan Chai to Sheung Shui had been suspended or terminated.

157. The Chairman said that the details would need to be worked out when the TD responded as to whether the minibus route from Wan Chai to Sheung Shui would be resumed. To his understanding, the said minibus service was currently terminated.

158. Mr. LAU Yung-wai said that he needed to ascertain whether the route was suspended or terminated.

159. The Chairman said that there was currently no evidence indicating that the minibus route from Wan Chai to Sheung Shui would be terminated permanently, but the service was currently suspended.

160. Mr. Peter AU went through TPDC Paper No. TT 21c/2023.

161. Mr. CHOW Tsz-ho went through TPDC Paper No. TT 21b/2023.

162. Mr. Clarence CHAN went through TPDC Paper No. TT 21a/2023, and added that the suggestion could broaden the passenger base of route N307 and, at the same time, benefit the

residents of Tai Po District. As such, Citybus / NWFB was willing to adjust the services.

163. Mr. LAU Yung-wai said that he did not agree with the motion proposed by TTC in respect of route N373 which mainly served the North District. In addition, there were only two one-way departures of route N307 at present, and thus he did not hope that the motion was carried which might result in the failure of service enhancement for route N307. He would propose another impromptu motion.

164. The Chairman opined that route N373 mainly served the North District. If two departures were allocated to provide service to the residents of Tai Po District, more options would be available for the residents in the district.

165. Mr. LAU Yung-wai said that he found it unnecessary to make any requests in respect of the service of route N373. He was more concerned about the routing of route N307, and opined that even if the motion moved by the Chairman was carried, there might not be positive impact on route N307. He was of the view that the premise of route N307 running through Causeway Bay was the provision of whole-night service, and he would move an impromptu motion in respect of the service of route N307.

166. The Chairman asked whether the bus companies could undertake to make the above changes.

167. Mr. LAU Yung-wai said that he opined that the two operators had to reach a consensus on the provision of whole-night service. He would not request frequent departures for route N307, but found it necessary to provide whole-night service for the route. In addition, he said that he would not indicate his stance on the motion proposed by the Chairman, and considered it inappropriate for the TTC to move any motions to route N373.

168. The Chairman proposed amendments to the motion by deleting the part about route N373 and requesting the provision of whole-night service for route N307. He asked whether Members agreed with the said amendments.

169. Mr. LAU Yung-wai said that he considered it more appropriate to introduce another impromptu motion.

170. The Chairman agreed to amend his motion, and asked whether Members agreed with the amendments to the motion based on the above discussion.

171. Mr. LAU Yung-wai said that the impromptu motion moved by him was different from that by the Chairman. He found it inappropriate for the TTC to deal with the issues of route N373, and thus he would not indicate his stance on the motion proposed by the Chairman. He also said that, the main thrust of his impromptu motion was that the premise of the addition of stops for route N307

in Causeway Bay was the provision of whole-night service, whereas the main thrust of the motion moved by the Chairman was that stops should be added in Causeway Bay before the provision of whole-night service. As such, he opined that the Chairman did not have to withdraw his motion.

172. The Chairman decided to withdraw his motion and deal with the impromptu motion.

173. Mr. TAM Yi-pui opined that the Chairman did not have to withdraw his motion, and pointed out that adding stops in Causeway Bay and providing whole-night service could be handled separately. He opined that regardless of whether stops were added in Causeway Bay or not, whole-night service should be provided for route N307. Similarly, regardless of whether or not whole-night service was provided, stops should be added in Causeway Bay. Having said that, to secure the support of Members present, he agreed to delete the part of the motion relating to route N373.

174. Mr. LAU Yung-wai said that adding stops in Causeway Bay was a quid pro quo that the bus company was bound to provide whole-night service before adding stops in Causeway Bay. He found it unfair that the TPDC had requested the provision of whole-night service for route N307 before the introduction of the route but the request had been ignored for years.

175. Mr. TAM Yi-pui opined that if the bus company insisted not to increase the service frequency, even though it was bound to add stops in Causeway Bay in a bundle, it would not provide whole-night service.

176. The Chairman opined that the impromptu motion moved by a Member was more appropriate, and he did not want the bus company only catered to the request of adding stops in Causeway Bay, and thus he withdrew his motion and would deal with the impromptu motion moved by a Member.

177. Mr. Patrick MO, the Vice-chairman, recognised the reasonable handling of the Chairman and opined that there were little differences in Members' opinions. If the bus company could not provide whole-night service, he hoped that the service hours could be extended gradually. Recently, some residents who commuted to work on Hong Kong Island in the early morning reflected that there was no point-to-point bus service from Tai Po to Hong Kong Island at present and they had to interchange in Sha Tin or Kowloon. He believed that people who went to work late at night had a certain demand for overnight bus service, and thus he hoped that the TD and bus companies would give serious thought to Members' suggestions.

178. The Chairman announced that he was about to deal with an impromptu motion moved by a Member. Pursuant to Order 17 of the Standing Orders, unless otherwise agreed by the Chairman, a Member who wished to move a motion was required to inform the Secretary 10 clear working days before a forthcoming meeting. However, as many Members were concerned about the matters relating to the afore-mentioned impromptu motion that were of an urgent nature, he had exercised his discretion to allow the motion to proceed.

179. The Secretary read out the motion moved by Mr. LAU Yung-wai as follows:

“The Traffic and Transport Committee of the Tai Po District Council requests the Transport Department, KMB and Citybus, when expanding the catchment area of route N307 to Causeway Bay, to provide two-way departures at various time periods from midnight to the early morning like that of route N373, in order to meet the demand for overnight bus service between Hong Kong Island and Tai Po.”

The motion was seconded by Mr. AU Chun-ho.

180. No Members on the floor proposed any amendment motions.

181. The Chairman asked Members to vote on the above motion. The TTC agreed to vote by open ballot, and the result was as follows:

For:	5 votes	Mr. HO Wai-lam, the Chairman, Mr. Patrick MO, the Vice-chairman, Mr. AU Chun-ho, Mr. LAU Yung-wai and Mr. TAM Yi-pui
Against:	0 vote	
Abstention:	0 vote	
Present without voting:	0 vote	
Absent without voting:	0 vote	
Total:		5 votes

182. The Chairman announced that the above motion was carried.

X. Request to enhance the service of KMB route 73B

(TPDC Paper Nos. TT 22/2023, TT 22a/2023 and TT 22b/2023)

183. Mr. TAM Yi-pui went through TPDC Paper No. TT 22/2023.

184. Mr. Peter AU went through TPDC Paper No. TT 22b/2023.

185. Mr. CHOW Tsz-ho went through TPDC Paper No. TT 22a/2023.

186. Mr. TAM Yi-pui thanked KMB for its improvement proposal on the evening service, and asked whether the departures at 6:45 a.m. and 7:15 a.m. could be extended to a circular route.

187. The Chairman was pleased to learn that KMB was open to the proposal and hoped that the TD would accept it.

188. Mr. CHOW Tsz-ho responded that the above departures were departures from an en-route bus stop in North District to Tai Po. If the departure was changed to depart from Alice Ho Miu Ling Nethersole Hospital (“AHNH”), KMB had to deploy additional resources. As such, it was more difficult to extend the morning service than to extend the evening service. KMB was open to the proposal and would consider extending the morning departures to a circular route at a later time. He believed that the proposal could benefit members of the public commuting between North District and Tai Po.

189. Mr. Patrick MO, the Vice-chairman, opined that the first departure of route 73B was at 7 a.m., which was too late for secondary and primary school students, and thus he concurred with Members’ suggestion on advancing the departure time.

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

- (i) Sectional fares should be further extended to the section between Tai Wo Station and AHNH.
- (ii) As Tai Po residents could not take route 73B to North District Hospital (“NDH”), he found it necessary to add a stop at NDH. He suggested that consideration should be given to diverting the route to turn into NDH from the expressway adjacent to Choi Po Court, and opined that the suggestion was feasible and the route was smooth.
- (iii) He opined that, in the long run, KMB could explore the ideal service hours gradually and review the actual needs of extending to whole-day service for the captioned route.
- (iv) He would move an impromptu motion to secure the addition of a stop for route 73B at NDH.

191. Mr. Peter AU noted Members’ suggestions on advancing the service hours, providing sectional fares and adding stops, etc. The department had been reviewing the operation of route 73B with KMB, and had extended the service hours of the route to cover the peak hours since July 2022. The department would continue to review the situation with KMB to cater for the travel needs of the residents in the district.

192. Mr. CHOW Tsz-ho noted Members’ suggestions. KMB was open to the afore-mentioned comments, and would consider together with the comments mentioned by Members earlier in a holistic manner.

193. The Chairman asked whether Mr. TAM Yi-pui agreed to amend the content of the motion based on the above discussion.

194. Mr. TAM Yi-pui agreed to add to the motion about requesting for the addition of a stop at NDH for route 73B.

195. The Chairman asked whether Members had any objections.

196. No Members on the floor raised objection.

197. Mr. LAU Yung-wai asked if Members had any comments on the extension of sectional fares to AHNH. He considered it necessary to ensure that Members were on the same page before indicating their stance.

198. Mr. TAM Yi-pui was of the view that the arrangement of sectional fares could be extended to AHNH.

199. The Chairman asked the TD to take note of Members' suggestions and opined that it would be better if the department could review the sectional fare arrangement as a whole. He then announced that he was about to deal with a motion moved by Mr. TAM Yi-pui and the Secretary read out the motion as follows:

“The Traffic and Transport Committee of the Tai Po District Council requests the Transport Department and KMB to expand the short working trips for route 73B, increase its service frequency in daytime, add a stop at North District Hospital, and provide sectional fares in Tai Po District (including the sections from Alice Ho Miu Ling Nethersole Hospital to Kau Lung Hang, and from Tai Wo Station to Alice Ho Miu Ling Nethersole Hospital), in order to bring convenience to Tai Po residents.”

The motion was seconded by Mr. HO Wai-lam, the Chairman.

200. No Members on the floor proposed any amendment motions.

201. The Chairman asked Members to vote on the above motion. The TTC agreed to vote by open ballot, and the result was as follows:

For:	5 votes	Mr. HO Wai-lam, the Chairman, Mr. Patrick MO, the Vice-chairman, Mr. AU Chun-ho, Mr. LAU Yung-wai and Mr. TAM Yi-pui
Against:	0 vote	
Abstention:	0 vote	
Present without voting:	0 vote	

Absent without voting: 0 vote

Total: 5 votes

202. The Chairman announced that the above motion was carried.

XI. Matters relating to BYD electric bus containing hexavalent chromium

(TPDC Paper Nos. TT 23/2023, TT 23a/2023, TT 23b/2023 and TT 23c/2023)

203. The Chairman welcomed Mr. Leung Kar-wah, Assistant Engineer of KMB to attend the meeting for this agenda item.

204. Mr. LAU Yung-wai went through TPDC Paper No. TT 23/2023.

205. Mr. Peter AU learnt that the subject team officer of TD had submitted a written reply, and went through TPDC Paper No. TT 23a/2023.

206. Mr. Kenny KAN went through TPDC Paper No. TT 23c/2023.

207. The Chairman added that before the meeting, the Secretariat had invited the TD and Environmental Protection Department to send representatives to attend the meeting. However, both departments indicated that they could not send any officers to attend the meeting, and had submitted written replies. The Chairman asked Members to refer to TPDC Paper Nos. TT 23a/2023 and TT 23b/2023.

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

- (i) To his understanding, the European Union ("EU") mainly imposed restrictions on the use of hexavalent chromium for small vehicles (i.e. vehicles with less than 9 seats and under 3.5 tonnes). He opined that the reply from BYD Hong Kong ("BYD") was vague, and thus asked which EU regulatory requirements was abided by BYD when purchasing parts and components and requested BYD to clarify whether its electric buses contained hexavalent chromium.
- (ii) He requested the TD to follow up on the captioned matters and conduct a thorough investigation on whether the existing electric buses contained hexavalent chromium. If long-term contact with electric buses would result in illness in some people, it was necessary for the TD and KMB to perform gate-keeping duties to allay public concern.

209. Mr. Peter AU said that he would relay Members' comments to the subject team officer.

(Post-meeting note: The TD added that it had followed up on the comments and replied to Members via email on 13 April 2023.)

210. Mr. Kenny KAN responded that KMB would continue to comply strictly with Hong Kong standards and requirements in purchasing electric buses that met the standards.

211. The Chairman asked the TD and KMB to take note of Members' opinions.

XII. Request to rectify the water leakage on the cover of bus shelter at Shing Mun Tunnels Bus Interchange

(TPDC Paper Nos. TT 24/2023, TT 24a/2023 and TT 24b/2023)

212. Mr. Patrick MO, the Vice-chairman, went through TPDC Paper No. TT 24/2023.

213. Mr. Peter AU went through TPDC Paper No. TT 24b/2023.

214. Ms. LIP Pui-lam, Rennis, went through TPDC Paper No. TT 24a/2023.

215. Mr. Patrick MO, the Vice-chairman, asked whether KMB would perform water leakage test after repair. If not, he opined that the repair would not help the overall situation much.

216. Ms. Rennis LIP responded that KMB had carried out tests immediately after the completion of leak-proof works, and confirmed that the water leakage problem had been resolved.

217. Mr. Patrick MO, the Vice-chairman, pointed out that there had been media reports on the subject matter over the years but the problem remained unresolved, and thus he asked whether there were design flaws involved. In addition, he suggested that KMB enhance waterproof and leak-proof measures when planning for large-scale repair later.

218. Ms. Rennis LIP responded that the bus interchange had been completed for many years and building ageing would inevitably set in. KMB would continue to follow up on the situation and carry out repair works in a timely manner. In case of receipt of reports on similar problem at the bus interchange from Members or the public, KMB would handle the issue as soon as possible. In addition, KMB would inspect regularly and take the initiative to carry out repair.

219. Mr. Patrick MO, the Vice-chairman, said that the rainy season was coming soon and hoped that KMB would strengthen inspection and carry out repair and maintenance so as not to affect passengers waiting in line for buses.

XIII. “Strategic Studies on Railways and Major Roads beyond 2030” Suggestions on the design and alignment of the Shatin Bypass

(TPDC Paper Nos. TT 25/2023 and TT 25a/2023)

220. Mr. Patrick MO, the Vice-chairman, went through TPDC Paper No. TT 25/2023.

221. Mr. PANG Hiu-fung said that the TD had submitted a written reply earlier and asked Members to refer to TPDC Paper No. TT 25a/2023. He welcomed comments from Members on the captioned matter, and would refer them to the departmental staff concerned for follow-up.

222. Mr. Patrick MO, the Vice-chairman, asked Members whether it was appropriate to choose the area near Lam Kam Road as the exit of the Shatin Bypass, and asked Members to propose on the alignment from the above exit to Tai Po town centre.

223. Mr. LAU Yung-wai said that the department had yet to finalise the alignment of the Shatin Bypass for the time being, and thus asked whether the location of the exit had been finalised. He opined that Members did not have sufficient information on hand for effective discussion at present.

224. The Chairman pointed out that based on the current situation, it seemed that only the area of Hong Lok Yuen had enough space to set up the exit of the Shatin Bypass. He asked the department to provide more information on the site selection for the exit of the Shatin Bypass, otherwise the discussion would be too general without substances.

225. Mr. PANG Hiu-fung responded that he did not have information on details of the alignment and locations of the entrance / exit of the Shatin Bypass at the moment, and Members were welcome to express their views.

226. The Chairman said that if the exit was located in the area of Hong Lok Yuen in the future, he hoped that the department would construct a bus interchange in the vicinity of Lam Tsuen. He believed that it would be more effective if the department also considered the supporting facilities at the same time.

227. Mr. TAM Yi-pui opined that it was more reasonable to set the northern entrance of the Shatin Bypass at the location shown in Appendix II to TPDC Paper No. TT 25/2023 (i.e. near Kau Liu Ha in Lam Tsuen). He believed that the Shatin Bypass could effectively divert vehicles heading towards Tolo Highway, thereby alleviating the traffic congestion between Tolo Highway and Tai Po Road (Sha Tin Section), as well as in Shek Mun, Ravana Garden and the area in Shap Sze Heung. In addition, he opined that the department and bus companies had to consider rationalisation of bus routes in Tai Po District, and arrange some of the routes to go to the area of Cheung Sha Wan in Kowloon via the Shatin Bypass. He also found it necessary to construct a bus interchange near the exit of the Shatin Bypass to tie in with the relevant re-routing.

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

- (i) It seemed that the preliminary thinking of the department was to construct a viaduct through the area of San Uk Ka to connect with New Territories Circular Road. He opined that it was better to set the exit of the Shatin Bypass in the area of San Uk Ka and believed that there was sufficient space to construct the viaduct, the works of which were simpler with relatively lower construction cost. He was of the view that setting the exit in the area of Pun Chun Yuen would aggravate the traffic load.
- (ii) As large housing estates would be completed later in the area of She Shan, he believed that the department would consider constructing a bus interchange there but he opined that cost-effectiveness should be taken into account for all proposals.

229. Mr. Patrick MO, the Vice-chairman's comments and questions were as follows:

- (i) As the project was currently at the public consultation stage, he hoped to consolidate Members' opinions for the reference of the department. In summary of the discussion above, he believed that Members were inclined to support the construction of the Shatin Bypass.
- (ii) If the construction of a viaduct was considered, for the site selection of the exit, the first and second choices of Members would be the area adjacent to Wun Yiu and the area near Lam Kam Road respectively. As the site was located in the rural area, he opined that the department had to consider the impact on the surroundings after establishing the exit of the bypass (such as obstruction of views and vehicle noise), and suggested taking noise mitigation measures and considering the overall planning and configuration.
- (iii) Members hoped that a bus interchange would be constructed near the exit of the bypass, and he suggested that the departments concerned give it a serious consideration. If there was sufficient space to build a multi-storey carpark, the department might also consider providing park-and-ride discounts to encourage motorists to take public transport to Kowloon. He believed that this could bring further convenience to motorists.
- (iv) He asked Members to provide more suggestions on alignment connecting the Shatin Bypass to Tai Po town centre, and asked whether Members preferred the connection to Tai Po via a viaduct or underground tunnel.

230. The Chairman said that as it was currently uncertain how the Shatin Bypass would be connected to Tai Po town centre, he could not provide comments on the means of connection until the department would provide more information for further discussion. He believed that Members

generally supported the construction of the Shatin Bypass, but regardless of the site selection of the exit, the department had to consider the supporting facilities in the neighbourhood (such as a bus interchange, etc.).

231. Mr. TAM Yi-pui pointed out that the construction cost of infrastructures completed in recent years by the government were extremely high, which often attracted criticisms. The Shatin Bypass might be built into an extremely long tunnel. He opined that Hong Kong was facing a huge financial deficit. Apart from considering the traffic demand in Tai Po District, a low-cost construction proposal and design should be adopted. As such, he suggested that the department exercise due care to control the project cost and make good use of public funds.

232. Mr. WU Chi-hung, Derek, added that it was mentioned in the TD's written reply that the Transport and Logistics Bureau ("TLB") was conducting a public consultation on the "Strategic Studies on Railways and Major Roads beyond 2030" ("Strategic Studies"), and the Shatin Bypass was one of the major roads proposed to be constructed in the Strategic Studies. According to the consultation paper of the bureau, the Shatin Bypass mainly comprised sections of tunnels.

233. Mr. Patrick MO, the Vice-chairman, believed that Members had reached a consensus, and suggested writing to the TLB in the name of the TTC to express opinions. He asked whether the Chairman agreed with the above approach.

234. The Chairman agreed with the above approach and asked other Members for their comments.

235. No Members on the floor put forward other comments.

236. Mr. Patrick MO, the Vice-chairman, added that if the departments concerned had any updates on the Shatin Bypass, they should consult the TTC as early as possible.

(Post-meeting note: The Secretariat had written to the TLB regarding the Shatin Bypass on 27 March 2023.)

XIV. Matters arising from the 1st meeting in 2023 of the TTC on 6 January 2023

Highways Department – "Special Scheme" under the Universal Accessibility Programme in Tai Po District

237. The Chairman welcomed Mr. YIU Chiu-chung, Mr. CHENG Wan-kien, Keith, Mr. LI Tsz-yau, Roy, and Ms. KWOK Cho-yan, Senior Engineer 2 / Universal Accessibility, Engineer 12 / Universal Accessibility, Civil Engineering Graduate 2 / Universal Accessibility and Public Relations Officer 2 / Universal Accessibility of HyD respectively, to attend the meeting for this agenda item.

238. Mr. YIU Chiu-chung went through the PowerPoint presentation (see Annex IV).

239. Mr. TAM Yi-pui said that he had no objection to not proceeding with the lift retrofitting project at Walkway No. KF03. In addition, he supported the implementation of the work of Walkway No. KF04 and opined that the lift could help residents access Kwong Fuk Estate Podium and cross the road. To his understanding, concrete blocks had to be removed for the above works, and thus he asked the department to supplement on the technical issues.

240. Mr. Patrick MO, the Vice-chairman, said that he had reservations about the project of Walkway No. KF04. Some residents in Kwong Yau House of Kwong Fuk Estate reflected earlier that they were concerned that the lift shafts would obstruct the views and produce noise. He hoped that the department would maintain close liaison with the government departments concerned before the commencement of works, to avoid residents' opposition after completion of the project.

241. Mr. TAM Yi-pui said that Members had discussed the noise issue during the site visit before the meeting. The HyD believed that it would not be a big issue as the volume of lift alarm could be adjusted. In addition, as there were residential care homes for the elderly ("RCHEs") near the site, he believed that it was necessary to retrofit a lift.

242. Mr. AU Chun-ho said that he was more concerned about the noise nuisances brought about by the ventilation system of the lift to the residents in the neighbourhood from time to time, and thus he had reservations about the project of Walkway No. KF04. However, since the then DC Member had consulted the residents, he did not have strong views.

243. The Chairman added that Mr. YIU Kwan-ho, the then DC Member, had conducted consultation on the retrofitting of lift, and residents were inclined to support the project of Walkway No. KF04. He understood that residents living near the retrofitted lift had concerns (such as road closure arrangements, noise and dust problem, etc.), and thus he hoped that the HyD would review carefully the arrangements when implementing the project. He was inclined to support the retrofitting of a lift to bring convenience to the elderly at nearby RCHEs. Although there was a lift of Link Asset Management Limited ("Link") at present, the lift was heavily used and there were often residents waiting in line.

244. Mr. AU Chun-ho said that if the lift retrofitting project at Walkway No. KF04 was eventually approved, he asked the department to discuss with the HD or Link the proper connection of the cover of Kwong Fuk Estate Podium and the walkway cover of the shopping mall, in order to benefit residents in using the lift on rainy days.

245. The Chairman asked the HyD to take note of Members' opinions.

246. Mr. Patrick MO, the Vice-chairman, suggested that the department discuss with the HD to post notices at the lobby of each building in Kwong Fuk Estate to indicate the work progress when the works were underway, in order to increase transparency.

247. The Chairman summed up Members' opinions and said that the TTC supported the implementation of the project of Walkway No. KF04.

248. Mr. TAM Yi-pui added that Mr. LAM Yick-kuen also supported the said project on the day of site visit.

249. Mr. CHENG Wan-kien, Keith, added as follows:

- (i) The preliminary selected site for the lift was close to Kwong Yau House. The department noted Members' opinions and would study with the work consultant during the detailed design stage to provide the lift at a location far away from Kwong Yau House to minimise noise and visual impacts.
- (ii) Regarding the lift noise problem that Members were concerned about, he said that there might be alarm or the sound of mechanical ventilation system when the lift tower was in operation or idle. The department could adjust the alarm and control the volume of the mechanical ventilation system by adjusting the fan speed. The department would make corresponding adjustments to the sound of the lift during the design and completion stages to minimise the impact on residents.
- (iii) During the construction period, the department would implement noise and dust mitigation measures, such as using noise-insulating fabric and spraying water regularly for dust control, to minimise the impact on the environment. The department would also communicate closely with the HD at a later stage on temporary hoarding arrangements and lift design, as well as gauge the views of residents, so as to improve the lift design and work arrangements as far as possible.

250. Mr. YIU Chiu-chung added that after obtaining the support of the TTC on the lift retrofitting project at Walkway No. KF04, the HyD would engage a consultancy to further study the solutions to the afore-mentioned problems. In addition, he asked the TTC to ascertain whether the lift retrofitting project at Walkway No. KF03 would not be implemented.

251. The Chairman confirmed that the project of Walkway No. KF03 would not be implemented.

252. Mr. Patrick MO, the Vice-chairman, suggested the department consider greening the external walls of the lift tower during the detailed design stage.

253. As there was no further discussion, the Chairman suggested deleting the captioned agenda item, which could be discussed again when necessary. He also welcomed the HyD to update Members on the work progress at any time.

254. No Members on the floor raised objection.

XV. Regular discussion items of the TTC

(TPDC Paper No. TT 26/2023)

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

(TPDC Paper No. TT 26c/2023)

255. The Chairman welcomed Mr. TUNG Wai-lam, Senior Land Executive / Lands Management of TPDLO to attend the meeting for this agenda item.

256. Mr. PANG Hiu-fung went through TPDC Paper No. TT 26c/2023 regarding the TD's reply about the request for more parking spaces in Tai Po District.

257. The TTC noted the above report.

(2) Concerns over illegal parking in Tai Po District

(TPDC Paper Nos. TT 26a/2023 and TT 26c/2023)

258. Mr. PANG Hiu-fung went through TPDC Paper No. TT 26c/2023 regarding the TD's reply about illegal parking in Tai Po District.

259. Mr. TSUI Yick-fook went through TPDC Paper No. TT 26a/2023.

260. Mr. TAM Yi-pui said that it was expected that the parking spaces on the vacant site at Wong Shek Pier would be completed in the fourth quarter of 2023. He opined that the Police did not have sufficient grounds to ticket the vehicles parked there at present. Otherwise, public grievances would arise. In addition, he asked the HKPF to follow up actively on vehicle noise and illegal road racing problems.

261. Mr. AU Chun-ho's comments and questions were as follows:

- (i) On behalf of Mr. LAU Yung-wai, he said that there were vehicles illegally parked at the bus stops on Ping On Lane and at Jade Plaza. As more bus routes would pass through the said bus stops soon, he asked the Police to step up patrols.

- (ii) He asked about the exact date when the department established double yellow lines on On Tai Road earlier.
- (iii) As goods vehicles occupied the pavements outside McDonald's in Tai Po Market and Fortune Plaza in the early hours, he asked the Police to keep an eye on this.

262. Mr. Patrick MO, the Vice-chairman, pointed out that the Police seldom dealt with illegal parking on slip roads or village roads, such as the area behind the pumping station on Yau King Lane, secluded areas such as bus bays / laybys on Tai Po Road. As such, he asked the Police to deal with the problems squarely. In addition, he asked the Police and government departments concerned to expedite the removal of motorcycles parked on pavements.

263. The Chairman pointed out that the illegal parking at the bus stop at Heng Wing House, Fu Heng Estate made it impossible for buses to dwell at the stop. In addition, there were still goods vehicles parked on Ting Lai Road (outside Tai Ping Industrial Centre) from time to time, and thus he asked the Police to pay more attention to it.

264. Mr. TSUI Yick-fook responded as follows:

- (i) There were lots of vehicles parked on the vacant site at Wong Shek Pier on holidays and the Police would take enforcement actions upon receipt of public complaints. He would relay Members' opinions to the Police District concerned.
- (ii) To crackdown on illegal parking, the Police would give priority in dealing with locations such as bus stops, public light bus stops, taxi stands, entrances / exits of housing estates, double parking areas and pavements, etc. where they would pose a danger to other road users or might cause traffic accidents. The primary goal of enforcement by the Police was to keep the road clear, and then deal with illegally parked vehicles in secluded areas. He asked members of the public to report on the relevant cases.
- (iii) He noted the illegal parking situations at the bus stops on Ping On Lane, at Jade Plaza and Heng Wing House, as well as on Ting Lai Road as mentioned by Members. He would also inform officers on the night shift to keep an eye on the illegal parking of goods vehicles outside McDonald's in Tai Po Market and Fortune Plaza.

265. Mr. CHAN Ka-fai, Issac, responded that he would furnish Members with the information mentioned in paragraph 261(ii) above after the meeting.

(Post-meeting note: The TD added that the works of establishing double yellow lines on On Tai Road had been completed on 4 February 2023.)

266. Mr. Patrick MO, the Vice-chairman, pointed out that before carrying out any works in the district, the work contractors had to secure the support from the local community and relevant stakeholders first, and then consult the Traffic Branch of the Police. He asked about the established follow-up procedures for work contractors if the position of DC member of the constituency concerned was vacant.

267. Mr. TSUI Yick-fook responded that the HyD would conduct a traffic impact assessment and make temporary traffic arrangements before carrying out emergency road repair works. The government departments concerned would also be consulted for approval.

268. Mr. Patrick MO, the Vice-chairman, recently learnt from work contractors that the Police had recently tightened up the requirements for vetting and approving temporary traffic arrangements. He asked the Police for rationalisation of procedures in order to expedite the work progress.

269. Mr. TSUI Yick-fook responded that the Police would conduct vetting and approval according to individual circumstances and factors such as the complexity, time and locations of the works. If there were omissions in the paper submitted by the work contractor, the responsible officer would ask the work contractor to provide supplementary information. In addition, apart from making consultation with the DC member of the constituency concerned on the temporary traffic arrangements, such arrangements had to be vetted and approved at the interdepartmental meeting. If the information provided by the contractor met the requirements, it should not be subject to much hindrance.

(3) **Law enforcement actions against vehicle noise problem and illegal road racing in Tai Po District**
(TPDC Paper No. TT 26b/2023)

270. Mr. TSUI Yick-fook went through TPDC Paper No. TT 26b/2023.

271. The TTC noted the above report.

XVI. Any other business

272. Members did not raise other matters.

XVII. Date of next meeting

273. The Chairman announced that the next meeting was scheduled to be held at 9:30 a.m. on

5 May 2023 (Friday).

274. There being no other business, the meeting was adjourned at 6:05 p.m.

Tai Po District Council Secretariat
April 2023