

Minutes of the 1st Meeting in 2023
of the Traffic and Transport Committee
of Tai Po District Council

Date: 6 January 2023 (Friday)
Time: 9:34 a.m. – 11:01 a.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	Beginning of the meeting	End of the meeting
<u>Members</u>		
Mr. AU Chun-ho	Beginning of the meeting	10:35 a.m.
<u>Secretary</u>		
Miss LO Tin-wai, Tiffany	Beginning of the meeting	End of the meeting
Executive Officer (District Council) 1 / Tai Po District Office (“TPDO”) / Home Affairs Department (“HAD”)		

In Attendance

Mr. AU Kak-loi, Peter	Senior Transport Officer / Tai Po / Transport Department (“TD”)
Mr. LEUNG Hung-hay	Engineer / Tai Po 1 / TD
Mr. CHAN Ka-fai, Issac	Engineer / Tai Po 2 / TD
Mr. PANG Hiu-fung	Engineer / Tai Po 3 / TD
Mr. YIU Chiu-chung	Senior Engineer 2 / Universal Accessibility / Highways Department (“HyD”)
Mr. SIU Wai-kwan	District Engineer / Tai Po (2) / HyD
Mr. CHENG Wan-kien, Keith	Engineer 12 / Universal Accessibility / HyD
Miss TSANG Wing-sze	Engineer / HK2-3 / HyD
Ms. MAK Pui-yan	Engineer / 19 (North) / Civil Engineering and Development Department

Ms. WONG Man-chi	Housing Manager / Tenancy (Tai Po, North & Shatin 7) 16 / Housing Department (“HD”)
Mr. NG Shan-ho	District Operations Officer / Tai Po Police District (“TPPD”) / Hong Kong Police Force (“HKPF”)
Mr. TSUI Yick-fook	OC District Traffic Team / Traffic Wing / TPPD / HKPF
Mr. TSUI Chun-sing	Administrative Assistant / Lands (Atg.) / District Lands Office, Tai Po (“TPDLO”) / Lands Department
Mr. WONG Yu-ting, Utan	Assistant Operations Director (Region 3) / Kowloon Motor Bus Company (1933) Limited (“KMB”)
Mr. CHEUNG Kiu-kwong, Andy	Manager (Operations) / KMB
Ms. LIP Pui-lam, Rennis	Assistant Manager (Public Affairs) / KMB
Mr. CHOW Tsz-ho	Project Officer / KMB
Mr. YEUNG Nicholas	Assistant District Officer (Tai Po) / TPDO / HAD
Mr. WU Chi-hung, Derek	Senior Executive Officer (District Council) / TPDO / HAD

Applicant for Leave of Absence

Mr. TAM Yi-pui

Absent

Mr. LAM Yick-kuen, MH

Mr. LAU Yung-wai

Opening Remarks

The Chairman welcomed participants to the 1st meeting in 2023 of the Traffic and Transport Committee (“TTC”), and announced the following:

- (i) Mr. LEUNG Hung-hay, Engineer / Tai Po 1 of TD, would attend the meetings from now on in place of Ms. LEE Wing-sum, Summer, who had been posted out.
- (ii) Ms. WONG Man-chi, Housing Manager / Tenancy (Tai Po, North & Shatin 7) 16 of HD, attended this meeting in place of Mr. CHAN Koon-man.
- (iii) He welcomed Mr. NG Shan-ho, District Operations Officer / TPPD of HKPF to this meeting.
- (iv) Mr. TAM Yi-pui was unable to attend this meeting due to his attendance at the press conference on cycling policy on behalf of the TPDC and had submitted a notice of absence to the TPDC Secretariat (“Secretariat”). Pursuant to Order 51(1) of the

TPDC Standing Orders (“Standing Orders”), the TTC would only give consent to a Member’s application for absence from a meeting filed on the grounds of sickness (including sickness due to pregnancy), jury service, attendance at another meeting / activity on behalf of the District Council (“DC”), attendance at a Legislative Council or Executive Council meeting, confinement or paternity leave. Pursuant to the above requirements, his application was approved.

I. Confirmation of the minutes of the 6th meeting in 2022 of the TTC on 4 November 2022
(TPDC Paper No. TT 3/2023)

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. Highways Department – “Special Scheme” under the Universal Accessibility Programme in Tai Po District
(TPDC Paper No. TT 4/2023)

4. The Chairman welcomed Mr. YIU Chiu-chung and Mr. CHENG Wan-kien, Keith, Senior Engineer 2 / Universal Accessibility and Engineer 12 / Universal Accessibility of HyD respectively, to attend the meeting for this agenda item.
5. Mr. YIU Chiu-chung went through the background of the implementation of the “Special Scheme” under the Universal Accessibility Programme in Tai Po District (“Special Scheme”). The Special Scheme aimed at retrofitting lifts at the walkways in three types of housing estates, namely estates under the Tenants Purchase Scheme, the Buy or Rent Option Scheme, and public housing estates (“PHEs”) with non-residential properties divested. The HyD introduced the Special Scheme to the TTC in July 2020 and discussed the lift retrofitting plan at eight selected walkways in the district. The TTC had resolved at the meeting in November of the same year to select three walkways in the district (namely, Walkway Nos. KF02, NS142 and FS01) as priority items for implementation. The department had subsequently consulted relevant stakeholders and obtained the support of Kwong Fuk Estate in retrofitting a lift at Walkway No. KF02. However, as no consensus had been reached among the relevant incorporated owners (“IOs”) and stakeholders to support the other two lift retrofitting items, and having reported the above to the Transport and Logistics Bureau, the bureau gave permission for the HyD to discuss alternative proposal with the TTC. He then asked Mr. Keith CHENG to explain the details.

6. Mr. CHENG Wan-kien, Keith, went through TPDC Paper No. TT 4/2023 and PowerPoint presentation (see Annex).

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

- (i) As the lift proposed to be retrofitted at Walkway No. KF01 by the department could not connect directly to Kwong Fuk Estate Podium, he felt that it was a waste for the lift not fully used.
- (ii) Over the years, persons with disabilities and able-bodied persons had to gain access to Kwong Fuk Estate Car Park located on the second floor via a ramp. He suggested that the proposed lift to be retrofitted at Walkway No. KF02 should be relocated to the vicinity of Kwong Fuk Estate Car Park in order to facilitate the needy to travel between the ground floor, Kwong Fuk Estate Car Park and Kwong Fuk Estate Podium.

8. The Chairman pointed out that the TTC had earlier endorsed the arrangements for retrofitting lifts at Walkway Nos. KF01 and KF02. He opined that it was unsatisfactory to retrofit a lift at Walkway No. KF03, and the residents also considered that retrofitting a lift at Walkway No. KF04 would bring greater convenience instead. Besides, he asked whether the department would consider implementing the Special Scheme at other PHEs in the district.

9. Mr. AU Chun-ho concurred with the Chairman's views, and added that it would be unsatisfactory to retrofit a lift at Walkway No. KF03. As there were already two lifts in Kwong Fuk Shopping Centre connected to Kwong Fuk Estate Podium, it would be a waste to retrofit another lift there. He believed that the location at Walkway No. KF04 would be more ideal.

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

- (i) The TTC had discussed Walkway No. KF01 in November 2020. As the department could only retrofit a lift at one exit of the walkway, Walkway No. KF01 was not selected as a priority item for implementation at that time.
- (ii) Walkway No. KF02 had earlier been included as a priority item for implementation under the Special Scheme, and it was supported by the TTC and relevant stakeholders. The department was working on the design and other procedures, and he believed that the responsible engineer would follow up on Members' comments.
- (iii) As relevant stakeholders opposed the retrofitting of lifts at Walkway Nos. FS01 and NS142, Members could select two walkways from the eight walkways that fell within the scope of the Special Scheme as replacements, while currently only Walkway Nos. KF03 and KF04 met the above criterion.

- (iv) The department visited a number of PHEs in the district to identify suitable walkways after consulting Members in 2020. Walkways Nos. KF03 and KF04 were both suggested by Members.
- (v) According to Members' views, retrofitting a lift at Walkway No. KF03 was of little use, while installing a lift at Walkway No. KF04 would be more convenient to residents. If the TTC agreed to use Walkway No. KF04 as an alternative, the department could proceed with the subsequent consultation and design. At the same time, he asked Members to give advice on whether to proceed with the work of Walkway No. KF03.

11. Mr. MO Ka-chun, Patrick, the Vice-chairman, believed that Members unanimously agreed that retrofitting a lift at Walkway No. KF03 was of little use. He opined that as public funds should be used effectively, he hoped that resources would be allocated to areas in need.

12. The Chairman agreed to retrofit a lift at Walkway No. KF04 and inclined not to proceed with the works of Walkway No. KF03. As such, he hoped that the department could identify other suitable locations, and encouraged Members to suggest suitable locations for the consideration of the department.

13. Mr. YIU Chiu-chung suggested that the Chairman allow the department to follow up and check if there were other suitable locations in the district within a month. Meanwhile, Members were welcomed to provide suggestions. If no suitable location could be identified by then, the department would only proceed with the retrofitting of lift at Walkway No. KF04.

14. As Members did not have any further comments, the Chairman suggested that the department report the progress at the next meeting and consult the TTC on other suitable locations. If no other suitable locations were identified by then, the project of Walkway No. KF04 would be proceeded under the Special Scheme.

15. Members had no objections, and Mr. YIU Chiu-chung agreed to the above arrangement as well.

16. Mr. Patrick MO, the Vice-chairman, pointed out that it would be more ideal if the lift to be retrofitted at Walkway No. KF02 could be connected to Kwong Fuk Estate Car Park. As such, he asked whether the department had updated the design since the consultation with the TTC in July 2022.

17. Mr. YIU Chiu-chung responded that he would relay Members' views to relevant engineer later and asked the latter to report the progress to Members.

(Post-meeting note: The HyD added as follows:

- (i) The department confirmed after checking the relevant records that there were no other proposed locations that fell within the scope of the Special Scheme available in Tai Po District.
- (ii) The representatives of HyD met with Members of the TTC on 19 January 2023 to discuss the design of the lift to be retrofitted at Walkway No. KF02. During the meeting, the departmental representatives explained to Members that some parking spaces in the carpark would be affected if a lift was retrofitted to connect Kwong Fuk Estate Car Park. As such, the engineering consultancy carried out the detailed design work according to the preliminary design endorsed by the TTC on 8 July 2022 and proceeded with the relevant works.)

III. Request to improve the public bus services from Kowloon to Tai Po during the overnight period

(TPDC Paper Nos. TT 5/2023, TT 5a/2023 and TT 5b/2023)

18. The Chairman welcomed Mr. WONG Yu-ting, Utan, Mr. CHEUNG Kiu-kwong, Andy, Ms. LIP Pui-lam, Rennis, and Mr. CHOW Tsz-ho, the Assistant Operations Director (Region 3), Manager (Operations), Assistant Manager (Public Affairs) and Project Officer of KMB respectively, to attend the meeting for this agenda item. He said that Mr. LAU Yung-wai submitted TPDC Paper No. TT 5/2023 on 16 December 2022. As Mr. LAU was absent from the meeting, he asked Mr. Patrick MO, the Vice-chairman, one of the signatories, to go through the paper on his behalf.

19. Mr. Patrick MO, the Vice-chairman, went through TPDC Paper No. TT 5/2023.

20. Mr. AU Kak-loi, Peter, went through TPDC Paper No. TT 5b/2023.

21. Mr. CHOW Tsz-ho went through TPDC Paper No. TT 5a/2023, and added that KMB had noted that green minibus (“GMB”) route 58S ceased operation on 1 January 2023. KMB had maintained close liaison with the TD in this regard, and would continue to keep an eye on the patronage of the overnight bus service. The patronage of the overnight bus services provided by KMB was similar to that before the GMB route had ceased to operate. As such, he believed that the overnight bus route services were sufficient to meet the passenger demand.

22. Mr. Patrick MO, the Vice-chairman, asked whether the patronage of bus route N271 had rebounded with the recent relaxation of social distancing measures.

23. Mr. CHOW Tsz-ho responded that the occupancy rate of the last departure of bus route N271 from Hung Hom Station in December 2022 was around 20%.
24. Mr. Patrick MO, the Vice-chairman, asked whether the average occupancy rate of the overall departures of bus route N271 had been maintained at 20% to 30%.
25. Mr. CHOW Tsz-ho responded that in general, the average occupancy rate of all service hours was 10% to 20%, while the occupancy rate of the last departure was relatively higher at around 20%. As such, he believed that the current frequency was sufficient to meet the passenger demand. KMB would keep a close eye on whether the occupancy rate had increased due to factors such as the relaxation of social distancing measures or the resumption of normal traveller clearance between Hong Kong and the Mainland, and would review whether there was a need to enhance service quality.
26. Mr. Patrick MO, the Vice-chairman, asked whether the occupancy rate of departure of bus route N271 from Tai Po was lower than that of departure from Hung Hom Station.
27. Mr. CHOW Tsz-ho responded that the occupancy rate of the first departure of route N271 from Tai Po was less than 10%, and the average occupancy rate of all service hours was 10% to 20%.
28. The Chairman asked the TD and KMB to take note of Members' views.

IV. Request to provide additional bus routes between Tai Po and Tseung Kwan O INNOPARK and improve the bus services from Tai Po to Tseung Kwan O
(TPDC Paper Nos. TT 6/2023, TT 6a/2023 and TT 6b/2023)

29. The Chairman said that Mr. LAU Yung-wai submitted TPDC Paper No. TT 6/2023 on 16 December 2022. As Mr. LAU was absent from the meeting, he asked Mr. Patrick MO, the Vice-chairman, one of the signatories, to go through the paper on his behalf.
30. Mr. Patrick MO, the Vice-chairman, went through TPDC Paper No. TT 6/2023.
31. Mr. Peter AU went through TPDC Paper No. TT 6b/2023.
32. Mr. WONG Yu-ting, Utan, went through TPDC Paper No. TT 6a/2023, and added that KMB adopted a positive attitude towards the provision of enhanced bus services between Tai Po and Tseung Kwan O. He believed that upon resumption of normal traveller clearance between Hong Kong and the Mainland, the nine-car train service of MTR East Rail Line might not be sufficient to meet the demand of residents in Tai Po District who might switch to take buses. In addition, with the railway system in Tseung Kwan O near its capacity and coupled with the commissioning of

Tseung Kwan O-Lam Tin Tunnel, the journey time during peak hours had been greatly reduced, and thus it was believed that residents might switch to other land transport (such as buses). As such, under the crisis of rail service reaching its full capacity, KMB would actively review and enhance bus services between Tai Po and Tseung Kwan O, including injecting new resources to operate additional express journeys as route 96 and extending its service hours, in order to facilitate public commuting.

33. Mr. Patrick MO, the Vice-chairman, pointed out that route 96 had been in service for a period of time, and asked whether KMB had observed the service situation and whether the current service was satisfactory.

34. The Chairman's comments and questions were as follows:

- (i) The overall journey time of route 96 on the day of its maiden departure was nearly one hour and 50 minutes, which was a long journey. As KMB mentioned in its response that it would study the provision of additional express journeys, he hoped that KMB would review the routeing seriously, such as considering bypassing Wan Tau Tong for some trips and going directly to the expressway from the vicinity of Kwong Fuk Estate.
- (ii) He asked about the occupancy rate of route 96 in both bounds.

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

- (i) The occupancy rate of the departures of route 96 from Tseung Kwan O was relatively high, which was around 60%, while the occupancy rate of the departures from Tai Po was about 50%.
- (ii) KMB was positive towards the suggestion of shortening the journey time of the route as proposed by the Chairman and Members, and hoped to review the relevant arrangements, provide a faster route, or even extend the service hours as soon as possible, in order to serve the passengers in Tai Po and Tseung Kwan O.

36. The Chairman asked the TD and KMB to take note of Members' views. He opined that there was a need to enhance the service of route 96 and advance the departure time of the first trip as well as postpone the departure time of the last trip. He then announced that he was about to deal with a motion moved by Mr. Patrick MO, the Vice-chairman, which read as follows:

“The Traffic and Transport Committee of the Tai Po District Council requests the Transport Department and the bus company to provide additional bus routes between Tai Po and Tseung Kwan O INNOPARK, in order to improve the bus services from Tai Po to Tseung Kwan O.”

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

37. Members did not propose any amendment motions.

38. 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:	2 votes	Mr. Patrick MO, the Vice-chairman, and Mr. AU Chun-ho
Against:	0 vote	
Abstention:	0 vote	
Present without voting:	1 vote	Mr. HO Wai-lam, the Chairman
Absent without voting:	0 vote	
Total:		3 votes

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

V. **Regular discussion items of the TTC**

(TPDC Paper No. TT 7/2023)

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

(TPDC Paper No. TT 7c/2023)

40. The Chairman welcomed Mr. TSUI Chun-sing, Administrative Assistant / Lands (Atg.) of the TPDLO to attend the meeting for this agenda item.

41. Mr. CHAN Ka-fai, Issac, went through TPDC Paper No. TT 7c/2023 regarding the TD's reply about the request for more parking spaces in Tai Po District.

42. Mr. Patrick MO, the Vice-chairman, pointed out that he had not received from the TD the information about conducting local consultation on the provision of additional parking spaces for motorcycles in Tung Fat Square. As such, he asked the department to explain the number of proposed additional parking spaces for motorcycles and their specific locations.

43. Mr. PANG Hiu-fung responded that the location of the additional parking spaces for motorcycles in Tung Fat Square was close to a bicycle shop. The local consultation was arranged by the TPDO. He would provide the relevant information on local consultation and the number of proposed additional parking spaces for motorcycles to Mr. Patrick MO, the Vice-chairman, at a later time.

(Post-meeting note: The TD had furnished Members with the relevant information via the Secretariat on 31 January 2023.)

44. The Chairman asked the TD to provide the relevant information on local consultation to all Members.

45. Mr. Patrick MO, the Vice-chairman, asked whether the local consultation had been completed. Besides, he suggested that government departments should inform the Chairman of TTC if they needed to conduct similar consultation for districts in which a vacancy of DC member of the concerned constituency arose so that Members could take note of it.

46. The Chairman pointed out that the department had opened a new car park to tie in with the newly completed housing estates in Pak Shek Kok. However, there was still no car park in Fu Tip Estate so far. He hoped that the department would give it a serious consideration.

47. Mr. Issac CHAN responded that according to the HD, car park was available in Fu Tip Estate. The department would continue to keep an eye on whether there were spaces to build a car park or provide additional on-street parking spaces in the vicinity of Fu Tip Estate.

48. The Chairman pointed out that the existing number of parking spaces in Fu Tip Estate was insufficient to meet the demand of residents, and hoped that the department would adopt a stringent approach in identifying locations to provide additional parking spaces.

49. Mr. Patrick MO, the Vice-chairman, asked whether the tenancy of the short-term tenancy (“STT”) car park would normally be automatically renewed or re-tendered upon expiry. Besides, he asked whether the TPDLO could terminate the contract prematurely according to the terms of contract if the performance of individual car park operators was unsatisfactory.

50. Mr. TSUI Chun-sing responded that he did not have the relevant information at hand. He would ask Mr. Patrick MO, the Vice-chairman, about the situation at a later time and refer it to relevant officers for follow-up.

(Post-meeting note: The TPDLO added that if, upon expiry of the tenancy of the STT car park, the site concerned was not immediately required for permanent or other temporary uses in the short term, it would usually be re-tendered for another fixed term. In addition, if the performance of individual car park operators was not to the satisfaction of the District Lands Officer, the TPDLO could terminate the contract prematurely according to the terms of contract.)

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

(TPDC Paper Nos. TT 7a/2023 and TT 7c/2023)

51. Mr. TSUI Yick-fook went through TPDC Paper No. TT 7a/2023.
52. Mr. Issac CHAN went through TPDC Paper No. TT 7c/2023 regarding the TD's reply about illegal parking in Tai Po District.
53. The Chairman pointed out that the problem of illegal parking on Po Heung Street and at Heung Sze Wui Square was still serious. He asked the Police to step up its law enforcement efforts.
54. Mr. TSUI Yick-fook noted the views of the Chairman and would inform the Tai Po Division to increase the number of tickets issued. In addition, the Police would discuss with other departments about setting up traffic signs or restricted zones there, with a view to alleviating the problem of illegal parking.

(3) **Law enforcement actions against vehicle noise problem and illegal road racing in Tai Po District**

(TPDC Paper Nos. TT 7b/2023)

55. Mr. TSUI Yick-fook went through TPDC Paper No. TT 7b/2023.
56. The TTC noted the above report.

VI. Any other business

(1) **Matters relating to the automated parking system at Pak Shek Kok**

57. Mr. AU Chun-ho said that some residents had recently reflected that the captioned parking system was suspended. As such, he enquired about the situation.
58. Mr. PANG Hiu-fung said that he would reply to Members after following up with relevant departmental staff.

(2) **Matters relating to the traffic conditions on Tolo Highway**

59. Mr. Patrick MO, the Vice-chairman, reflected that there were frequent traffic accidents on Tolo Highway recently, resulting in traffic congestion during the morning peak hours. He asked about

the following:

- (i) In the event of a traffic accident, would the HKPF tow the vehicles involved to the roadside first?
- (ii) There were Variable Message Signs (“VMS”) along Tolo Highway to show the real-time traffic conditions of each route. In the event of an incident, how long did it normally take for VMS to reflect the situation?

60. Mr. TSUI Yick-fook responded that if a traffic accident occurred on the expressway, upon arrival at the scene, the Police would move the vehicles involved to the roadside under safe conditions. More often than not, the vehicles failed to move or start after the collision. As such, it had to wait for the respective Regional Command and Control Centre (“RCCC”) to call for the service of a towing agent to assist in the removal of vehicles. In addition, if the road surface was affected by the accident, the RCCC would immediately notify the Emergency Transport Co-ordination Centre of TD and inform drivers through the VMS system on the expressways, social media and mobile application “HKeMobility”.

(3) Pavement reconstruction works on the carriageway surface at the junction of Kwong Fuk Road and Po Heung Street in November 2022

61. The Chairman thanked government departments for their co-operation such that the captioned works could be completed smoothly.

(4) Matters relating to the provision of an additional vehicular bridge across Lam Tsuen River near the Kwong Fuk Bridge

62. The Chairman asked the representatives of TD and HyD to explain the captioned matter to Members.

63. Mr. PANG Hiu-fung said that the TD consulted the TTC on the provision of an additional vehicular bridge across Lam Tsuen River near the Kwong Fuk Bridge (“Kwong Fuk Vehicular Bridge”) in 2020. At that time, Members suggested another proposal and asked the department to study it. The department had completed the study on its alignment and circulated the study report (TPDC Paper Nos. TT 56/2022) to Members via the Secretariat at the end of December 2022. He then briefed Members on the study report.

64. Mr. Patrick MO, the Vice-chairman, asked whether the attendance of the department at this TTC meeting was to give a formal account of the findings of the study or it would formally brief

Members on the study report in future.

65. Mr. PANG Hiu-fung responded that the department had originally intended to consult Members by circulation. The department could explain the findings of the study in detail if the TTC considered necessary.

66. Mr. Patrick MO, the Vice-chairman, hoped that the Chairman could declare his stance on the appropriateness of consulting Members about important matters by circulation.

67. The Chairman's comments and questions were as follows:

- (i) As circulation was not an appropriate approach, he had earlier expressed his hope that the relevant departments would explain matters relating to the Kwong Fuk Vehicular Bridge at this meeting. He opined that there was insufficient consultation at present and the department needed to discuss the captioned matter at this meeting.
- (ii) Although the department had put forward two improvement proposals based on the original proposal and the one put forward by Members, both of them would possibly affect the residents. As such, he opined that it was strange that the department had not conducted any local consultation on this matter.
- (iii) At present, there were many vehicles at the junction of Kwong Fuk Road, which was likely to cause vehicles queuing back. He was concerned that traffic congestion at the junction of Pak Shing Street connecting to Kwong Fuk Road would be further aggravated if improvement proposal 1 was adopted.
- (iv) Improvement proposal 2 would provide a better buffer by lengthening the distance between vehicles, which was more ideal. However, as the Kwong Fuk Vehicular Bridge would pass through some of the public facilities in Tai Wo Estate, he asked whether the department had consulted the affected residents or IOs concerned.

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

- (i) He concurred with the Chairman's views. The TD circulated the above paper via the Secretariat on 30 December 2022 for Members' information but did not provide any formal channel for feedback. He considered that the paper was brief and Members were unable to make a comprehensive assessment, which was unfair to the affected members of the public.
- (ii) To his understanding, the department would normally commission a consultancy to conduct a detailed analysis on traffic flow and record the data in the consultation document. He therefore believed that the department must have the relevant data of Kwong Fuk Vehicular Bridge. He strongly urged the department to provide the data

on traffic flow, or a copy of the report could be deposited at the Secretariat for Members' perusal.

- (iii) He considered it necessary for the department to discuss matters relating to the Kwong Fuk Vehicular Bridge at the next meeting. As he believed that Members and various stakeholders in the district had issues about the vehicular bridge, he asked whether the department had issued a consultation document to residents via the TPDO.

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

- (i) The department had conducted the analysis on traffic flow and he could also report matters relating to the Kwong Fuk Vehicular Bridge at the next meeting.
- (ii) He understood that the junction of Kwong Fuk Road and Po Nga Road was congested during the morning peak hours. The department had originally intended to widen the junction of Kwong Fuk Road and Po Nga Road through the construction of Kwong Fuk Vehicular Bridge, and believed that there would be no more congestion at nearby junctions after adopting improvement proposal 1.
- (iii) He understood that Members might consider that improvement proposal 2 was better. However, even if that proposal could bring about the greatest traffic benefits, the design of two-way vehicular bridge would have a greater impact on nearby facilities. He raised an example that if a northbound bridge was to be built to the west of Tai Wo Bridge, a series of measures had to be taken to ensure that the railway service would not be affected by the works. In addition, the northbound bridge would overlap with the refuse collection point ("RCP") at Tai Wo Estate and it was also relatively difficult to relocate the RCP. All of the above factors would affect the construction period and cost estimate.
- (iv) Improvement proposals 1 and 2 brought about similar traffic benefits. The department believed that upon completion of the Kwong Fuk Vehicular Bridge, the traffic performance of the relevant junctions would be improved. As improvement proposal 1 would cause less impact on existing facilities, the department eventually chose to adopt improvement proposal 1 after balancing all factors.

70. The Chairman asked the department to discuss the captioned matter again at the next meeting. He believed that it took time for Members to know more about the relevant matters and consult the residents.

71. Mr. Patrick MO, the Vice-chairman, asked whether the department had consulted residents on the Kwong Fuk Vehicular Bridge. If not, he asked whether the department would consider circulating the consultation document to residents' organisations concerned through the TPDO under

the existing consultation mechanism. He strongly advised the department to go through the relevant procedures before the next meeting, and asked the department to provide the detailed report or a summary of the traffic assessment for Members' reference.

72. Mr. PANG Hiu-fung responded that in recommending the acceptance of a proposal, the main consideration of the department was its traffic benefits and whether it was the most appropriate proposal after balancing all factors. After a proposal was selected, it would be handed over to the HyD for further investigation, study and detailed design, and the residents would be consulted by then.

73. Mr. Patrick MO, the Vice-chairman, opined that it would be too late indeed to consult the residents upon completion of the investigation and study by the HyD. It was by now clear that the department was favouring a certain proposal, which was unfair to the residents. He pointed out that the fairest way was to consult the residents on the four proposals through the TPDO, and that it would also save time.

74. The Chairman said that the discussion on Kwong Fuk Vehicular Bridge had been going on for many years. Now that the general direction of the works had been reached, the department should first consult the residents. He asked whether the department could complete the relevant procedures before March.

75. Mr. Patrick MO, the Vice-chairman, asked the department to consider the above suggestion in a proactive manner.

76. Mr. PANG Hiu-fung responded that the HyD would conduct a consultation at an appropriate time during the stages of investigation and detailed design. The then Members had also reflected their views after a site visit with the relevant departments in 2020. The TD subsequently examined the views and reviewed if there were any other suitable transport options. Having considered factors such as the traffic benefits, construction period and cost estimate of each proposal, the TD then suggested adopting the most suitable one.

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

- (i) He asked whether the consultation mentioned by the department was conducted in this term or the last term of DC. He asked the department to recount the consultation situation and the views of the then DC members.
- (ii) At present, the department first selected the suitable proposal before consulting relevant parties. Had it considered how to handle the objections from relevant stakeholders?

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

- (i) The department conducted the site visit with the then Legislative Councillors in July 2020 and subsequently consulted the TTC in September 2020, and thus incorporating Members' suggestions into the Traffic and Transport Review Study for Tai Po.
- (ii) The department would like to select the most suitable proposal objectively based on the findings of the study on the four proposals, rather than allowing residents to choose from the four proposals.

79. Miss TSANG Wing-size responded that the TD and HyD had reported the recommended proposal to the TTC in September 2020, and the departments had also mentioned the difficulties involved in that proposal at that time. She raised an example that if the driving route would affect the RCP at Tai Wo Estate, land acquisition and consultation works would then be involved, which were rather complicated. The HyD would proceed to investigation, study and detailed design based on the proposal recommended by the TD.

80. Mr. Patrick MO, the Vice-chairman, opined that the consultation procedures explained by the department was inappropriate. He pointed out that if the department pressed ahead with the works, it might encounter greater resistance at a later time. As such, he suggested that the department should conduct more appropriate consultation at the district level. Besides, he asked the department to provide more information on the recommended proposal for Members' reference and in-depth discussion at the next meeting.

(5) Follow-up on all bus routes in the district

81. The Chairman asked whether the TD had considered the suggestions mentioned earlier, such as changing the routing of route 272X to travel through Fu Tip Estate and enhancing the service of route 274P.

82. Mr. Peter AU responded that the department noted the comments that the Chairman had made earlier on the service of route 272X, and had referred it to the relevant section of the department for consideration. Besides, the department had conducted a field survey on the utilisation of route 274P in November 2022. According to the survey, the average occupancy rate of route 274P (Tai Po Industrial Estate bound) during the morning peak hours was about 40% to 50% at Yiu Him House, Yiu On Estate and Fo Yin Road, whereas the average occupancy rate during the afternoon peak hours was about 30% to 65% at Kwong Fuk Estate and Fo Yin Road. This showed that the current service level was sufficient to meet the passenger demand. The department had also noted the Chairman's views and would monitor the utilisation of the above routes and review the service level in a timely manner.

83. The Chairman pointed out that it was pointless for the TD to quote the occupancy rate of route 274P. He believed that KMB was positive towards enhancing the service of route 274P, but the department still believed that the service was sufficient to meet the passenger demand, and did not respond to the requests of residents in Tai Po and Ma On Shan. In addition, he hoped that the department would actively consider incorporating the improvement proposals for the above two bus routes into the items for consultation in the coming year's Bus Route Planning Programme ("BRPP") of Tai Po District.

84. Mr. Peter AU noted the views of the Chairman.

85. Mr. Patrick MO, the Vice-chairman, reflected that, owing to the epidemic last year, the TD consulted Members on the BRPP of Tai Po District by way of circulation, and such situation was less than satisfactory. He hoped that the government departments would give an account of their policy plans to Members in advance so that they would have sufficient time to know more about the views of residents, thus allowing the policies to be taken forward more smoothly.

VII. Date of next meeting

86. The Chairman announced that the next meeting was scheduled to be held at 9:30 a.m. on 10 March 2023 (Friday).

87. There being no other business, the meeting was adjourned at 11:01 a.m.