

Minutes of the 2nd Meeting in 2024
of the Traffic and Transport Committee
of Tai Po District Council

Date: 7 March 2024 (Thursday)
Time: 2:31 p.m. – 5:00 p.m.
Venue: Conference Room, Tai Po District Council (“TPDC”)

<u>Present</u>	<u>Time of Arrival</u>	<u>Time of Withdrawal</u>
<u>Chairman</u>		
Mr. LI Yiu-ban, BBS, MH, JP	Beginning of the meeting	End of the meeting
<u>Vice-chairman</u>		
Mr. MUI Siu-fung	Beginning of the meeting	End of the meeting
<u>Members</u>		
Mr. YU Chi-wing, MH	Beginning of the meeting	End of the meeting
Mr. LEE Man-kit	Beginning of the meeting	End of the meeting
Ms. LEE Sai-yin, Jeanne, BBS, JP	Beginning of the meeting	End of the meeting
Mr. LI Wah-kwong, Rex, MH	Beginning of the meeting	End of the meeting
Mr. WU Cheuk-him	Beginning of the meeting	End of the meeting
Mr. MUI Ching-hung	Beginning of the meeting	End of the meeting
Mr. CHAN Siu-kuen, MH, JP	Beginning of the meeting	End of the meeting
Mr. CHAN Pok-chi, JP	Beginning of the meeting	End of the meeting
Mr. MAK Shing-ho, Gary	Beginning of the meeting	End of the meeting
Mr. WAN Koon-kau	Beginning of the meeting	End of the meeting
Mr. WONG Wai-tung	Beginning of the meeting	End of the meeting
Ms. WONG Pik-kiu, BBS, MH, JP	Beginning of the meeting	End of the meeting
Ms. LOK Siu-luen	Beginning of the meeting	End of the meeting
Mr. LO Hiu-fung	Beginning of the meeting	End of the meeting
<u>Secretary</u>		
Miss LO Tin-wai, Tiffany	Beginning of the meeting	End of the meeting
Executive Officer (District Council) 1 / Tai Po District Office (“TPDO”) / Home Affairs Department (“HAD”)		

In Attendance

Ms. LEE Siu-ping, Sonia	Senior Transport Officer / Tai Po / Transport Department (“TD”)
Mr. TSUI Ho-wing, Stan	Senior Transport Officer / Bus Development / 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. LI Tsz-yau, Roy	Assistant District Engineer / Tai Po (1) / Highways Department (“HyD”)
Ms. MAK Pui-yan	Engineer / 19 (North) / Civil Engineering and Development Department
Mr. LAM Shu-him	Assistant Housing Manager / Tenancy (Tai Po, North & Shatin 7) 2 / Housing Department (“HD”)
Ms. LEE Ying-chi	District Operations Officer / Tai Po Police District (“TPPD”) / Hong Kong Police Force (“HKPF”)
Mr. HO Kar-chi, James	OC District Traffic Enforcement Team / TPPD / HKPF
Mr. TSUI Chun-sing	Administrative Assistant / Lands / District Lands Office, Tai Po / Lands Department
Miss YU Wing-lam, Phoebe	Assistant District Officer (Tai Po) / TPDO / HAD
Ms. SING Hoi-shan, Wendy	Senior Executive Officer (District Council) / TPDO / HAD
Mr. TSANG On-tik, Andy	Senior Corporate Communications and Marketing Manager / Citybus Limited (“Citybus”)
Mr. WONG Ka-chun, Calvin	Manager (Planning) / Citybus
Mr. CHAN Ho-fung, Clarence	Operations Manager (Kowloon and New Territories) / Citybus
Mr. LEE Cheuk-wai	Manager (Operations) (Atg.) / Kowloon Motor Bus Company (1933) Limited (“KMB”)
Mr. CHOW Lai-hei, Leo	Assistant Manager (Public Affairs) / KMB
Ms. WONG Po-wan	Assistant Manager (Operations Support) / KMB
Mr. LAI Sheung-him, Leon	Assistant Officer (Operations Support) / KMB

Absent

Mr. LAM Yick-kuen, MH

Opening Remarks

The Chairman welcomed participants to the meeting of the Traffic and Transport Committee (“TTC”), and then welcomed Ms. LEE Siu-ping, Sonia, Senior Transport Officer / Tai Po of TD and Mr. LAM Shu-him, Assistant Housing Manager / Tenancy (Tai Po, North & Shatin 7) 2 of HD to attend future TTC meetings in place of Mr. AU Kak-loi, Peter, and Ms. WONG Man-chi respectively.

2. The Chairman announced that Mr. LAM Yick-kuen was unable to attend the meeting due to other commitments and had submitted a notice of absence to the TPDC Secretariat (“Secretariat”). Pursuant to Order 64 (1) of the TPDC Standing Orders (“Standing Orders”), the District Council (“DC”) would only give consent to a Member’s application for absence from a meeting filed on the grounds of sickness, attendance at a meeting or an activity on behalf of the DC, or other reasons considered reasonable by the meeting (e.g. confinement, assumption of paternal care, fulfilment of civic obligations required by the law, serious illness or injury, attendance at a meeting or an activity, etc. of the Legislative Council or an advisory body or organisation appointed by the State or the Government). As such, the TTC gave consent to Mr. LAM Yick-kuen’s application for absence.

I. Confirmation of the minutes of the 1st meeting in 2024 of the TTC on 10 January 2024

3. No proposed amendments to the minutes had been received by the Secretariat prior to the meeting. The Chairman asked Members whether they had any proposed amendments.

4. As no Members had put forward any proposed amendments, the captioned minutes were confirmed.

II. Transport Department – Bus Route Planning Programme 2024-2025 of Tai Po District
(TPDC Paper No. TT 3/2024)

5. The Chairman welcomed Mr. TSUI Ho-wing, Stan, and Ms. CHIANG Hei-man, Betty, Senior Transport Officer / Bus Development and Transport Officer / Bus (New Territories East) 4 of TD respectively; Messrs. TSANG On-tik, Andy, WONG Ka-chun, Calvin, and CHAN Ho-fung, Clarence, Senior Corporate Communications and Marketing Manager, Manager (Planning) and Operations Manager (Kowloon and New Territories) of Citybus respectively; Mr. LEE Cheuk-wai, Mr. CHOW Lai-hei, Leo, Ms. WONG Po-wan and Mr. LAI Sheung-him, Leon, Manager (Operations) (Atg.), Assistant Manager (Public Affairs), Assistant Manager (Operations Support) and Assistant Officer (Operations Support) of KMB respectively, to attend the meeting for the agenda item. The Chairman said that the TD, KMB and Citybus had presented to and discussed the captioned programme with TPDC on 29 February 2024. He asked the department to brief on the programme and main points of discussion.

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

7. The Chairman summarised the discussion on 29 February 2024 as follows:

- (i) They had no strong opinions on the suggestions for routes 74X, 263C, 265B and N373.
- (ii) They welcomed the suggestion for route 79 and hoped that Citybus would consider providing two-way sectional fares.
- (iii) They found the proposed merging of routes 272A and 272K appropriate, but hoped that a certain level of service would be maintained to serve the residents of Pak Shek Kok.
- (iv) They hoped that more stops would be provided on Tai Wo Service Road West for route 373.
- (v) They suggested that consideration be given to routeing route 307 through the area of Hong Kong Island East.

8. Members' comments were as follows:

- (i) It was noted that some of the new residents of Fu Tip Estate, who originally lived in Yuen Long and Tuen Mun Districts, still had to go to work or school in the respective districts after moving in. As such, they suggested that the service of routes 263C or 265S be strengthened during peak hours.
- (ii) They hoped that sectional fares would be provided for route 79 between Tai Po and Sha Tin section, and additional stops would be provided in the area of Sha Tin town centre.
- (iii) Residents of Pak Shek Kok reacted rather strongly towards the merging proposal of routes 272A and 272K. Members opined that, after the merging of the two bus routes, the waiting time at night would increase from about 15 minutes to 30 minutes and the extended journey and fare increase would bring inconvenience to residents. As such, they requested for an increase in frequency after the merging.

9. The representative of TD responded as follows:

- (i) The department noted Members' views on the proposed adjustment to the service frequency and service hours of route 263.
- (ii) The department noted Members' views on the arrangement of sectional fares and routeing of route 79. He added that apart from bus services, passengers heading to the area of Sha Tin town centre could also take MTR feeder buses to MTR Tai Po Market Station ("Tai Po Market Station") and change to MTR Sha Tin Station by MTR.
- (iii) Regarding the merging proposal of routes 272A and 272K, the department said that two-way sectional fares (\$4.3) would be provided between MTR University Station

and Hong Kong Science Park (“HKSP”) Phase 3 (Pak Shek Kok bound) during non-peak hours for route 272A after the merging. The fare would be the same as that of route 272K at present.

- (iv) The department would keep a close eye on the service and passenger demand of bus routes upon completion of the new housing estates in the area of Pak Shek Kok, and would study the feasibility of bus service adjustment with the bus companies in a timely manner.

10. The representative of KMB responded that after the merging of routes 272A and 272K, the frequency during non-peak hours would be more frequent than that of route 272A at present. As such, the proposal could reduce the waiting time of passengers. KMB would keep in view the patronage and increase the frequency in a timely manner according to the guidelines of the department.

11. The representative of Citybus noted Members’ comments on the two-way sectional fares and routeing of route 79, and believed that the arrangement could further serve the residents of Sha Tin, Tai Po and North District.

12. The Chairman opined that the irregular population movement had given rise to the travel needs between Tai Po District and Tuen Mun as well as Yuen Long Districts, causing unnecessary burden to traffic. As such, the Government should review the population and allocation of housing, and he hoped that the department would regularise some of the public transport services to meet residents’ demand.

13. Members’ comments were as follows:

- (i) They suggested that KMB conduct a survey on passenger habits and consider relocating the stop of route 72K at Chung Nga Road to Chuen On Road near Alice Ho Miu Ling Nethersole Hospital (“Nethersole Hospital”) or increasing the frequency of route 71K to facilitate public access to Nethersole Hospital. A Member said that route 72K was an express bus route plying between Fu Heng Estate and MTR Tai Wo Station and opined that relocation of the stop would bring inconvenience to residents of Fu Heng Estate, and thus opposed the suggestion.
- (ii) A Member pointed out that due to the long journey of route 71K, residents had been hoping for an alternative route to and from Nethersole Hospital. Members opined that there was service overlapping of routes 71K and 72K and suggested that bus route rationalisation could be explored.
- (iii) Some residents of Fu Tip Estate (Phase 1) had reflected that as route 72K only had a stop at Fu Tip Estate (Phase 2), they had to reach the bus stop via a slope, which was inconvenient. Members suggested that a stop be set up at Choi Tip Street fronting

Fu Tip Estate (Phase 1).

- (iv) They hoped that a stop for route 263C would be provided at Fu Tip Estate and its frequency would be increased during peak hours.
- (v) As residents had greater opposition against the merging proposal of routes 272A and 272K, a Member would like to move an impromptu motion in this regard.
- (vi) A Member questioned that the four buses currently running route 272K would be subject to service reduction after the merging. In addition, the waiting time for route 272A between 7:10 p.m. and 10:30 p.m. might increase after the merging. A Member pointed out that as route 272A was a feeder bus route to MTR, reduction in bus resources and increase in journey time would bring great inconvenience to the travel of residents.
- (vii) With the imminent completion of a number of new housing estates in Pak Shek Kok, it was believed that the department had obtained data on, say, the additional population. As such, they opined that the department should introduce new bus services or make service adjustments in advance, instead of considering improvement proposals after the intake of flats in new housing estates.
- (viii) They expressed disappointment that the captioned programme failed to propose facilitating measures to address the traffic conditions in the district. For example, there was no further development plan for routes 71K, 72X, 271 and 272, which were the most heavily utilised routes in the district. Members suggested that the department consider altogether the coordination and development of minibus service in the formulation of the Bus Route Planning Programme (“BRPP”).

14. The representative of TD noted Members’ views on the proposed addition of stops at Fu Tip Estate for routes 72K and 263C as well as the adjustment of routeing for route 71K, and would study with the bus companies the feasibility of adjusting the relevant bus services in a timely manner. As for the service level of route 272A after the merging, the representative of TD said that route 272A would run a 30-minute frequency at night after the merging, which was similar to the current schedule.

15. The representative of KMB added that the merging of routes 272A and 272K mainly aimed at consolidating resources to meet the overall (including the new housing estates with residential intake and HKSP) traffic demand in Pak Shek Kok. She reiterated that the number of buses during peak hours after the merging would remain unchanged. As the patronage during non-peak hours was relatively low, she believed that service consolidation could attract patronage and facilitate KMB to rearrange service frequency, thereby enhancing service during non-peak hours and providing a more stable service. She also pointed out that service consolidation could enhance overall services, including those on weekends.

16. The Chairman concurred with Members that in reviewing the BRPP it was also necessary to review the existing minibus service in order to know about the overall traffic situation. He said that he had received complaints from residents of Pak Shek Kok in the morning of the meeting about the frequent lost trips of minibus route 27A. As such, he worried that service frequency would decrease after the merging of routes 272A and 272K, thus hindering the travel of residents. The Chairman announced that he was about to deal with a motion moved by a Member pursuant to Order 51 of the Standing Orders on moving a motion at meeting. As the matters relating to the motion moved at the meeting were of concern to a number of Members, he had exercised his discretion to allow to proceed with the motion.

17. The Secretary read out the motion moved by a Member on the floor as follows:

“The Traffic and Transport Committee of the Tai Po District Council has grave dispute over the service consolidation of routes 272A and 272K and thus suggests that the Transport Department suspend the merging proposal, conduct a consultation afresh and make adjustment to the arrangement.”

The motion was seconded by two other Members.

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

19. The Chairman asked Members to vote on the motion. 15 Members voted in favour of the motion and one Member was present but did not vote (the Chairman).

20. The Chairman declared that the above motion was carried and asked the department to consider it carefully. He added that the current public transport services in the area of Pak Shek Kok were inadequate and hoped that the department would consider improvement options. He believed that in developing MTR Pak Shek Kok Station, the Government would further strengthen the ancillary facilities in the area. In addition, regarding the request by a number of Members for the provision of bus services plying between Tai Po, Tuen Mun and Yuen Long, he suggested that the department consider providing feeder bus services from Tuen Mun and Yuen Long to MTR Kam Sheung Road Station to facilitate members of the public to interchange with route 64K to Tai Po.

21. A Member pointed out that a stop would be provided at Pok Yin Road for route 272A on 9 March on a trial basis. Members were not in opposition to the increase in the stop but the journey would then be extended as a result, and thus suggested that the bus company review the overall service of route 272A, adjust the journey time and increase bus resources.

22. The representative of KMB noted Members' suggestion on the resource consolidation for route 71K and noticed that the traffic demand in the area of Pak Shek Kok was increasing. As such, she hoped that the resources for routes 272A and 272K could be consolidated to reduce duplication of

resources and to further enhance transport service during non-peak hours in the area of Pak Shek Kok. She said that she would continue to review the patronage of the bus routes before considering whether to increase service frequency.

23. A Member hoped that there would be stops along Tai Wo Service Road West for route 373. In addition, a Member was concerned about the implementation of routes 274P and 907D.

24. The representative of TD responded that route 274P was expected to enhance its service starting from March while further review had to be made on the date of implementation of route 907D.

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

(TPDC Paper Nos. TT 4/2024 (Revised) and TT 5/2024)

25. The representative of TD went through TPDC Paper No. TT 4/2024 (Revised).

26. The representative of HKPF went through TPDC Paper No. TT 5/2024.

27. Members' comments and questions were as follows:

- (i) They were pleased to learn that the TD would provide additional motorcycle parking spaces ("PSs") in Wong Yi Au Village, but opined that adjustment could be made to the location. They would follow up with departmental representatives after the meeting.
- (ii) The area of Wong Siu Ching Maternal and Child Health Centre was often frequented by parents carrying their babies in arms, as well as wheelchair-bound users and the elderly. As such, they opposed the provision of additional motorcycle PSs at Tung Fat Square.
- (iii) They did not recommend providing additional motorcycle PSs around the entrance/exit of CCC Fung Leung Kit Memorial Secondary School ("FLKSS"), but suggested that the department consider re-designating some of the bicycle PSs into motorcycle PSs at Plover Cove Road near Kwong Fuk Estate.
- (iv) They suggested that the department consider re-designating some of the bicycle PSs into motorcycle PSs at Kwong Fuk Bridge and providing motorcycle PSs at the exit of Kwong Fuk Car Park.
- (v) They reflected that the hygiene conditions of the open carpark at Ma Wo Road were

poor, and hoped that the Government would take into consideration the management of the operator when granting the short-term tenancy, and introduce a complaint mechanism to strengthen monitoring.

28. The representative of TD responded as follows:

- (i) The department noted Members' comments on the locations of providing additional motorcycle PSs and would conduct a site visit with Members to learn about the details further when necessary.
- (ii) Regarding the provision of additional motorcycle PSs at Tung Fat Square, the department understood that members of the public were concerned about the narrowing of the footpath. The department had advised that the motorcycle PSs would occupy part of the footpath but there was still adequate space to cope with pedestrian flow (including space for the passage of wheelchair-bound users), and thus found it appropriate to provide motorcycle PSs there.
- (iii) The department had conducted a district consultation on the provision of motorcycle PSs outside FLKSS through the TPDO earlier, and had not received any reply or objection from the school. The department had also noticed that motorcycles had been parked outside FLKSS illegally for a long time, and thus considered that there was a need to provide additional motorcycle PSs there.

(Post-meeting note: The TD added that regarding paragraph 28(ii) above, the department had conducted a site visit with Members concerned and the local community on 19 March 2024 and received strong objections from the local community. As such, the plan was suspended for the time being. Regarding paragraph 28(iii) above, the department had conducted a site visit with Members concerned and the school on 19 March 2024 and studied the suggestion.)

29. The Chairman said that a driver got out of his vehicle to reason and examine the impact after a collision on a highway recently, resulting in serious casualties. He hoped that the Police would strengthen education on traffic safety awareness to avoid recurrence of tragedies.

IV. Highways Department – Projects and schedule for retrofitting works of barrier-free access facilities in Tai Po District, as well as that for small-scale traffic improvements in Tai Po District

(TPDC Paper No. TT 6/2024)

30. The representative of HyD went through TPDC Paper No. TT 6/2024.

31. Members' comments and questions were as follows:

- (i) They would like to know about the maintenance of barrier-free access facilities in the district, and said that most of the lifts in the district were well maintained.
- (ii) They said that there had been frequent failures of the lift with Structure No. NF191 recently, and hoped that the department would follow up on it.
- (iii) Some of the lifts in the district would be out of service in times of adverse weather while most of the lifts (e.g. Structure No. TP03) would still be open for use. Members were satisfied with such arrangement that provided convenience to wheelchair-bound users to go home. In addition, they hoped that the department would consider determining the sequence of lift inspection based on utilisation rate after the adverse weather to facilitate the travel of residents.
- (iv) They suggested that government notices or positive slogans be posted inside lifts and landscaping be carried out.
- (v) The works of the lift with Structure No. NS78 had commenced but no work had been seen carrying out by the contractor recently. As such, they asked about the works progress.
- (vi) They asked about the specific locations of the two lifts retrofitted under Structure No. KF02, and hoped that the department would arrange a site visit and explain the construction locations.
- (vii) Regarding Project No. NE/22/00559 “Trial Scheme on Conversion of On Pong Road, Tai Po to One-way Traffic”, Members said that they had received feedback from the public that congestion had not been improved and hoped that the department would consider other temporary diversion measures to solve tailbacks.
- (viii) Regarding Project No. NE/22/01523 “Retrofitting of Walkways at Some Sections of Tai Po Tau Road (near San Wa On Lane)”, Members asked whether the department had dealt with the trees there and whether the construction works would commence in May as scheduled.
- (ix) They asked about the progress of the expansion of Fu Heng Public Transport Interchange (“PTI”).

32. The representative of HyD responded as follows:

- (i) He noted Members’ comments on barrier-free access facilities and would refer them to the section concerned for follow-up.
- (ii) The first phase of the expansion of Fu Heng PTI had been completed. Before the commencement of the next phase of works, the department had to deal with the trees there and thus had reached a consensus with the Leisure and Cultural Services Department earlier on the method of dealing with the trees. In addition, the

department had to work out temporary traffic arrangements to ensure smooth traffic during the construction. As the arrangements involved a taxi stand, the department had to communicate with the HKPF, TD and stakeholders concerned. Remaining works were expected to commence in the third quarter of 2024.

- (iii) Regarding Project No. NE/22/00559 “Trial Scheme on Conversion of On Pong Road, Tai Po to One-way Traffic”, the department had received the Works Request Form issued by TD earlier and erected water-filled barriers there. The department would carry out regular maintenance and inspection.
- (iv) Regarding Project No. NE/22/01523 “Retrofitting of Walkways on Some Sections of Tai Po Tau Road (near San Wa On Lane)”, as requested by Members earlier, the construction was deferred due to festive arrangement. The works were expected to commence in mid-March for completion by the end of August.

(Post-meeting note: The section concerned of HyD had arranged for Members to conduct a site visit in respect of the lift retrofitting works under Structure Nos. NS78 and KF02.)

33. The representative of TD responded that regarding Project No. NE/22/00559 “Trial Scheme on Conversion of On Pong Road, Tai Po to One-way Traffic”, the department was collecting relevant traffic data and opinions to learn about the effectiveness of the trial scheme. In addition, the department had also sent staff to inspect the site and would formulate improvement measures based on the observations and opinions collected.

34. The Chairman asked about the purpose and duration of Project No. NE/22/00559 “Trial Scheme on Conversion of On Pong Road, Tai Po to One-way Traffic”.

35. The representative of TD responded that regarding Project No. NE/22/00559 “Trial Scheme on Conversion of On Pong Road, Tai Po to One-way Traffic”, the department hoped to test whether the conversion of On Pong Road to one-way traffic would alleviate traffic congestion. The trial scheme was tentatively scheduled to end on 26 April.

36. The Chairman said that members of the public had reflected earlier that upon conversion of On Pong Road to one-way traffic, vehicles could not enter Tai Po Mega Mall Multi-storey Car Park via On Tai Road to On Pong Road. A member of the public suggested that On Tai Road (Tai Yuen Estate bound) should be converted to one-way traffic, which was believed to be able to alleviate traffic congestion. The Chairman had also conducted a site visit with that member of the public earlier and found the suggestion reasonable. He hoped that the department would make reference to it.

V. Any other business

37. Members raised other business as follows:

- (i) They requested that route A47X should resume its service frequency of every 30-minute before the epidemic. Members said that the frequency of route A47X was sparse and the journey time was long. They opined that the department should review the service positioning of routes A47X and E41 and consider allocating some of the resources to serve the residents of Pak Shek Kok.
- (ii) They requested that route N307 should pass through Fu Heng Estate when it was extended to Tai Wo.
- (iii) They asked when the frequency of route B8 would be increased to provide two-way whole-day service. In addition, they suggested that a dedicated route should be introduced in Tai Po District to provide bus service between Shap Sze Heung, Pak Shek Kok, Tai Po and Heung Yuen Wai Boundary Control Point (“BCP”).
- (iv) They suggested that the department consider introducing a bus service plying between Tai Po and Shenzhen Bay Port.
- (v) They suggested that a stop be provided in the vicinity of Kwong Fuk Road/Plover Cove Road for route 71K (Tai Po Market Station bound) to facilitate residents to go to Plover Cove Road Market.
- (vi) The TPDC Chairman had received feedback from the public earlier that there was prolonged lost trip of route 307 departed from Tai Po Centre at 7:40 a.m. and hoped that the department would follow up with Citybus.
- (vii) Some residents of Tseng Tau Village had reflected that passengers waiting at en-route stops of minibuses route 807K during afternoon peak hours could not board the minibuses due to the fact that the seating accommodation had been fully taken up. Members hoped that the department and operator would make arrangements to reserve some seats for passengers waiting at en-route stops.
- (viii) Some residents of Yuen Leng Village had reflected that the frequency of minibuses route 25B was insufficient and requested that the frequency be increased during morning peak hours and on weekends.
- (ix) They hoped that the department would follow up on the severe frequency reduction of residents’ bus route NR507.
- (x) They suggested that the department consider relocating some of the feeder bus stops at Exit A of Tai Po Market Station to Exit B. Consideration might be given to clear one of the New Territories taxi stand lanes at Exit B for the pick-up/drop-off of passengers of feeder buses.

- (xi) Having visited a number of bus stops in the district with KMB representatives earlier, they found that the naming of KMB bus stops was clear and the passenger waiting areas of Citybus and green minibuses were poor. They hoped that the department would organise the passenger waiting areas for public transport services of different operators in the district to improve the pick-up/drop-off arrangements. In addition, as the bus stop at Tung Cheong Street Leisure Building had yet to be commissioned, they suggested that the department consider diverting some bus routes passing through Kwong Fuk Road to that location.
- (xii) The department had conducted a consultation on the relaxation of vehicle length restriction on Lam Kam Road (section between the roundabout on Lam Kam Road and the roundabout at Ng Tung Chai) earlier. Members said that vehicles were travelling at high speed there, and worried that the relaxation of vehicle length restriction would result in traffic safety issues. In addition, some villagers reflected that they had recently witnessed some large vehicles travelling illegally there and thus Members hoped that the department would follow up on it.
- (xiii) They said that the area around Kwong Fuk Road roundabout was prone to traffic congestion and suggested that the department consider providing an additional traffic lane in the buffer areas at the entrance and exit of the roundabout to ease the traffic.

38. The Chairman asked the government departmental representatives present to jot down the other business raised by Members and provide written replies before the next meeting. In addition, the Chairman asked the department why the commissioning of the roundabout at Ng Tung Chai was not accompanied by the relaxation of vehicle length restriction on Lam Kam Road. He suggested that the department issue permits for the passage of franchised buses exceeding 11 metre in length to meet the traffic demand in the vicinity of Lam Tsuen.

(Post-meeting note: The TD informed Members of the arrangements for bus route enhancement as follows:

- (i) KMB route 274P would extend its service hours during Mondays to Fridays (except public holidays), as well as to extend services to Saturdays, Sundays and public holidays from 18 March 2024 onwards. Meanwhile, afternoon return trips from Wu Kai Sha Station and morning forward trips from Tai Po Industrial Estate would be introduced.
- (ii) Long Win Bus route A47X would resume to a frequency of every 30- to 35-minute headway from 18 March 2024 onwards.
- (iii) Citybus route B8 would extend its service hours from 25 March 2024 onwards. The last departure from Tai Wai Station would extend to 4 p.m. while the first departure from Heung Yuen Wai BCP would advance to 1 p.m. from Mondays to Fridays

(except public holidays). The last departure from Heung Yuen Wai BCP would extend to 10:20 p.m. every day.)

39. The representative of TD responded that as the road surface of Lam Kam Road (Ling Wan Temple Section) was narrow, and vehicles exceeding 11 metre in length would easily cross the traffic lane when turning at that road section, the traffic sign of “No vehicles exceeding 11 metre in length” had been placed at the junction of the roundabout on Lam Kam Road to Lam Kam Road. As the road surface of Lam Kam Road (Tai Po Section) was wider and the roundabout works at Ng Tung Chai had been completed, the department planned to relocate the sign to the roundabout at Ng Tung Chai so that vehicles exceeding 11 metre in length could make U-turns from the roundabout on Lam Kam Road to the roundabout at Ng Tung Chai, thereby facilitating vehicle deployment of bus companies. As for the speeding and unauthorised entry of vehicles into the restricted areas at the road section mentioned by Members, it was a matter of law enforcement.

40. The Chairman understood the concern of Members on traffic safety resulting from the relaxation of vehicle length restriction on Lam Kam Road, and thus hoped that the department would consider issuing permits only for public buses exceeding 11 metre in length to use the road section concerned.

41. The representative of TD responded that upon completion of the roundabout at Ng Tung Chai, there was no reasonable justification for the department to continue to prohibit vehicles exceeding 11 metre in length from travelling on the section between the roundabout on Lam Kam Road and the roundabout at Ng Tung Chai. He reiterated that the department would place the traffic sign of “No vehicles exceeding 11 metre in length” at the roundabout at Ng Tung Chai to prohibit illegal entry to Lam Kam Road (Ling Wan Temple Section).

42. A Member opined that a complete relaxation of vehicle length restriction on Lam Kam Road (section between the roundabout on Lam Kam Road and the roundabout at Ng Tung Chai) by the department would increase the risk of serious traffic accidents. He pointed out that the relaxation of vehicle length restriction on some of the road sections might easily confuse motorists, and would pose a danger if the restriction was neglected or ignored by motorists.

43. The Chairman said that he was aware that franchised buses of 11 metre or less in length would be retired from service gradually. If vehicle length restriction on Lam Kam Road was not relaxed, the newly purchased buses could not be deployed to serve the area of Lam Tsuen. He pointed out that, for instance, the department and bus companies could consider using the remaining buses of 11 metre or less in length to run route 64K (section between Kam Sheung Road and Tai Po), and provide an interchange route to Yuen Long at Kam Sheung Road, which was believed to be able to increase service frequency and retain the original bus arrangement on Lam Kam Road. He hoped that the department would consider resource deployment and road conditions carefully.

44. The representative of TD noted the comments of the Chairman and Members, and reiterated that upon completion of the roundabout at Ng Tung Chai, there were no reasonable grounds for the department to restrict vehicles exceeding 11 metre in length from entering Lam Kam Road. He, however, reiterated that Members' comments would be considered again.

45. A Member reiterated that a complete relaxation of vehicle length restriction would increase the load on the road as well as risks of traffic accidents. He asked the department to consider relaxing the restriction on franchised buses only, while retaining the original restriction on other large vehicles.

46. The Chairman asked the department to study Members' comments carefully.

VI. Date of next meeting

47. The Chairman announced that the next meeting was scheduled to be held at 2:30 p.m. on 9 May 2024 (Thursday).

48. There being no other business, the meeting was adjourned at 5 p.m.

Tai Po District Council Secretariat
April 2024