

**Minutes of the 3rd Meeting in 2024**  
**of the Traffic and Transport Committee**  
**of Tai Po District Council**

Date: 9 May 2024 (Thursday)  
Time: 2:33 p.m. – 5:21 p.m.  
Venue: Conference Room, Tai Po District Council (“TPDC”)

<b><u>Present</u></b>	<b><u>Time of Arrival</u></b>	<b><u>Time of Withdrawal</u></b>
<b><u>Chairman</u></b>		
Mr. LI Yiu-ban, BBS, MH, JP	Beginning of the meeting	End of the meeting
<b><u>Vice-chairman</u></b>		
Mr. MUI Siu-fung	Beginning of the meeting	End of the meeting
<b><u>Members</u></b>		
Mr. YU Chi-wing, MH	Beginning of the meeting	End of the meeting
Mr. LEE Man-kit	Beginning of the meeting	End of the meeting
Ms. LEE Sai-yin, Jeanne, BBS, JP	Beginning of the meeting	End of the meeting
Mr. LI Wah-kwong, Rex, MH	Beginning of the meeting	End of the meeting
Mr. LAM Yick-kuen, MH	Beginning of the meeting	End of the meeting
Mr. WU Cheuk-him	Beginning of the meeting	End of the meeting
Mr. MUI Ching-hung	Beginning of the meeting	End of the meeting
Mr. CHAN Siu-kuen, MH, JP	Beginning of the meeting	End of the meeting
Mr. CHAN Pok-chi, JP	Beginning of the meeting	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
<b><u>Secretary</u></b>		
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. CHAN Cho-leung	TPDC Member
Ms. LEE Siu-ping, Sonia	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. 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. CHAN Man-kit	OC District Traffic Team / Traffic Wing / Tai Po Police District (“TPPD”) / Hong Kong Police Force (“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
Mr. CHOW Tsz-yan, Daniel	Executive Officer I (District Council) / TPDO / HAD
Miss CHAN Yin-ning, Elaine	Executive Officer (District Council) 1 (Designate) / TPDO / HAD
Ms. CHUNG Pui-yee, Penny	Corporate Communications Manager / Citybus Limited (“Citybus”)
Mr. LO Chung-kun, Alexander	Chief Planning Officer / Citybus
Ms. LIP Pui-lam, Rennis	Assistant Manager (Public Affairs) / Kowloon Motor Bus Company (1933) Limited (“KMB”)
Mr. LAU Sheung-man	Assistant Manager (Operations) / KMB
Mr. LAI Sheung-him, Leon	Assistant Officer (Operations Support) / KMB

### **Opening Remarks**

The Chairman welcomed participants to the meeting of the Traffic and Transport Committee (“TTC”), and then said that Mr. CHAN Cho-leung would attend the meeting later.

#### **I. Confirmation of the minutes of the 2nd meeting in 2024 of the TTC on 7 March 2024**

2. 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.
3. As no Members had put forward any proposed amendments, the captioned minutes were confirmed.

**II. Proposed increase in the service frequency of airport bus routes via Pak Shek Kok**  
(TPDC Paper Nos. TT 7a/2024, TT 7b/2024, TT 7c/2024 and TT 7d/2024)

4. The Chairman said that Members had submitted two discussion papers on airport bus service via Pak Shek Kok. The Chairman then welcomed Mr. LAU Sheung-man, Ms. LIP Pui-lam, Rennis, and Mr. LAI Sheung-him, Assistant Manager (Operations), Assistant Manager (Public Affairs) and Assistant Officer (Operations Support) of KMB respectively, to attend the meeting for this agenda item.

5. Members went through the captioned papers (Nos. TT 7a/2024 and TT 7b/2024).

6. The representative of TD went through the captioned papers (Nos. TT 7c/2024 and TT 7d/2024).

7. The representative of KMB responded as follows:

- (i) KMB had been keeping an eye on the travel patterns of Pak Shek Kok residents, including their transport demand to various boundary control points (“BCPs”). Currently, the departures operated from Tai Wo, Tai Po at 7 a.m. and from the airport at 6:05 p.m. for route A47X would travel via Pak Shek Kok.
- (ii) Pak Shek Kok residents could take overnight bus route NA47 to and from the airport and Hong Kong-Zhuhai-Macao Bridge Hong Kong Port, the service of which could mostly meet the passenger demand. KMB would continue to review the patronage of routes A47X and NA47 and provide services subject to the actual circumstances.
- (iii) He noted Members’ suggestion to increase the number of special working trips via Pak Shek Kok for route A47X. KMB would prudently consider the impact of the change on the overall journey time and passengers, and maintain communication with the department to examine the feasibility of the suggestion.
- (iv) With the intake of flats in the housing estates in Pak Shek Kok, KMB would evaluate the population growth in the area and make long-term planning, as well as maintain close liaison with the department to provide suitable airport bus service.

8. The Chairman asked Members to give their views on the departures of airport buses via Pak Shek Kok and discuss whether service improvement was necessary.

9. Members’ comments were as follows:

- (i) With the full resumption of normalcy in society, route A47X still only provided one departure via Pak Shek Kok in the morning and evening respectively, thus causing

inconvenience to residents.

- (ii) They suggested that other bus companies consider providing airport bus services for Pak Shek Kok residents. They also hoped that the department would adjust the bus route and provide concrete review schedule and follow-up plans.
- (iii) A Member opined that the journey time would increase significantly if route A47X travelled via Pak Shek Kok and thus found it infeasible to add stops on the existing route.
- (iv) With the imminent completion of large housing estates in Shap Sze Heung, it was suggested that the department consider providing additional airport bus routes from Shap Sze Heung via Pak Shek Kok and Ma On Shan.
- (v) They suggested that the department rationalise airport bus routes in the district.

10. The Chairman asked about the increase in the journey time and number of stops if route A47X travelled via Pak Shek Kok.

11. The representative of KMB responded that if route A47X travelled via Pak Shek Kok, the journey time would be increased by 10 minutes, with a total of nine en-route stops.

12. The Chairman asked about the existing patronage of route A47X at the road section of Pak Shek Kok.

13. The representative of KMB said that he had no relevant information at the moment and would provide supplementary information after the meeting.

14. The Chairman thanked Members for their concerns over the traffic situation in Shap Sze Heung. There was an increasing demand from Shap Sze Heung residents for travelling to and from the airport at present. He opined that airport bus service should be introduced, but consideration would need to be given to whether the route would travel via Pak Shek Kok. As traffic burden at the airport and storage area for buses had to be taken into consideration in providing an airport bus route, it was suggested that the department consider making use of interchanges for the public to interchange with airport buses.

15. A Member asked about the overall patronage of route A47X following the resumption of departures at every half hour.

16. The representative of TD said that he had no relevant information.

(Post-meeting note: Regarding the enquiries in paragraphs 12 and 15 above, the TD added that according to the information on the occupancy rate of route A47X (Tai Po (Tai Wo) – Airport

(Ground Transportation Centre)) provided by Long Win Bus, the average daily occupancy rate was about 23 percent from late February to early March this year. Since the resumption of departures back to every 30 minutes or so on 18 March this year, the average daily occupancy rate in mid-May was about 20 percent, indicating that the current level of service could meet the passenger demand.)

17. The representative of KMB responded that the whole-day patronage of route A47X ranged from 10% to 20% on average.

18. The Chairman said that route A47X might be cancelled if the patronage was below 30%. It was suggested that the department consider providing a feeder point for the public to interchange with airport buses so as to leverage on the existing resources.

19. Members' comments were as follows:

- (i) They believed that the patronage of route A47X would increase gradually.
- (ii) The department indicated in its previous replies to Members' letters that it would review and follow up the matter in a timely manner but did not have any concrete plans. It was suggested that the department make reference to route B8 that provided additional short working trips (plying between Heung Yuen Wai ("HYW") BCP and Kwong Fuk Estate), and provided additional working trips operated from MTR Tai Po Market Station ("Tai Po Market Station") to the airport via Pak Shek Kok on a trial basis.
- (iii) Route A47X only travelled via Pak Shek Kok once in the morning and evening respectively at present. It was suggested that the department provide additional short working trips on a trial basis to examine the resident demand.
- (iv) Members questioned that the department said that the service of route A47X was sufficient to meet passenger demand but failed to provide the relevant figures. They hoped that the department would prepare well before the next meeting.
- (v) The last District Council ("DC") decided to extend the terminus of route A47X from Fu Heng Estate to MTR Tai Wo Station, which resulted in the bus repeatedly passing through the same housing estate and increased the journey time substantially. As an airport express bus route, route A47X should provide a fast service to and from the airport. The arrangement for it to pass through Pak Shek Kok would increase the journey time, which might lead to a drop in patronage.
- (vi) Members opined that the increase in service frequency could not boost the patronage of route A47X. Improvement proposals should be considered to avoid the frequency being reduced to every 45-minute.
- (vii) They suggested that the department optimise the routeing arrangement for route A47X to avoid it from passing through the same housing estate repeatedly so as to

shorten the journey time.

- (viii) They understood that different stakeholders were striking for the interests of residents separately and hoped that the airport express bus route would not be reduced to an ordinary bus service.
- (ix) They suggested that Members' comments on the amendments to route A47X be consolidated before the next meeting.

20. The Chairman said that at previous TTC meetings, DC Members had fought for the passage of airport bus routes through their constituencies, resulting in route A47X taking nearly two hours to reach the airport. The Chairman suggested that an interchange station be constructed at the open space fronting Kwong Fuk Estate for internal and external bus routes so that residents could interchange with bus routes plying between the urban area and the airport, thereby alleviating traffic congestion in the district and saving resources.

21. Members' comments were as follows:

- (i) They suggested that the department and KMB discuss the routeing arrangement for route A47X after the meeting, provide a written reply and the item be discussed under the matters arising at the next meeting.
- (ii) They reminded that the next meeting would be held in July, which was a peak month for outbound travel in the summer vacation. It was suggested that KMB provide temporary measures by then to meet passenger needs.
- (iii) They reiterated that there was only one departure via Pak Shek Kok in the morning for route A47X at present, and understood that it would pose a certain degree of difficulty in increasing the service frequency of the route via Pak Shek Kok in the long run. It was suggested that KMB provide additional working trips or bus routes during the peak times for outbound travel to provide convenience to residents of Pak Shek Kok and Shap Sze Heung.

22. The Chairman said that it took time for the department and KMB to discuss improvement proposals. A written reply could be submitted for circulation before the next TTC meeting.

23. A Member suggested holding an informal meeting in two weeks' time to discuss the bus route arrangements and the departments concerned would be invited for their attendance. KMB would also be asked to provide a revised routeing for route A47X by then.

24. The Chairman appreciated Members' wish to solve the issue as soon as possible, but the department and KMB were now more flexible in handling bus routeing issues compared to the past.

He hoped that both parties would inform the TTC of the improvement proposal as soon as possible after a consensus was reached.

25. The representative of TD said that discussion would be made on the issue with KMB.

26. The representative of KMB added that KMB would step up inspections at various BCPs during long holidays or peak travel times and adjust bus services according to actual patronage. If there were changes in the travel pattern of Pak Shek Kok residents or an increase in demand in the future, KMB would communicate closely with the department and make further planning.

27. The Chairman believed that the government departments could make flexible arrangements for public transport. Having learnt from the experience gained from the Lunar New Year fireworks display this year, sufficient cross-boundary coaches (“CBCs”) had been arranged to disperse visitors during the Labour Day festive period.

28. A Member suggested that the department furnish Members with more details of the situation and replies of KMB for their reference.

29. The Chairman said that Members could also give their views to the bus companies directly.

30. Members’ comments were as follows:

- (i) Enquiries about the services of bus companies could be made through the TD in the future.
- (ii) They asked whether the written replies of non-government departments or other organisations would not be included in the meeting papers or emailed to Members.

31. The Chairman suggested that the government departments provide detailed written replies in the future by consolidating or listing out altogether information or replies from other organisations. Members also agreed to the above and reiterated that the department should attach the written replies from bus companies to the relevant papers.

32. The Chairman reminded Members that they could give their views to the department and bus companies at the same time, and a consolidated reply would be provided by the department after discussion between both parties. He hoped that the department would submit a detailed reply after discussing the routeing arrangement for route A47X with KMB. In the long-term, he hoped that resources would be leveraged to improve supporting transport facilities in the district. He also opined that the department and bus companies could make reference to and analyse the big data on travel patterns of the public in designing routeing that met public demand.

III. **Proposed introduction of public transport service between Tai Po and Shenzhen Bay Port**  
**(TPDC Paper Nos. TT 8/2024 and TT 8a/2024)**

33. Members went through the captioned paper (No. TT 8/2024).
34. The representative of TD went through the captioned paper (No. TT 8a/2024).
35. The Chairman asked whether there was direct bus access to Shenzhen Bay Port (“SBP”) from other districts.
36. The representative of TD responded that there were mainly seven franchised bus (“FB”) routes (including New Lantau Bus (“NLB”) routes B2, B2P, B2X, and Citybus routes B3, B3A, B3M and B3X) providing bus services plying between the New Territories West (“NTW”) (including Tuen Mun, Yuen Long and Tin Shui Wai) and SBP.
37. The Chairman asked whether NLB routes were operated from the airport.
38. The representative of TD responded that such routes were operated from the NTW.
39. The Chairman asked again whether there were direct bus services to SBP from districts such as Tsuen Wan, North District and Sha Tin.
40. Members’ comments were as follows:
- (i) They said that there were CBCs from Sha Tin and Tsuen Wan Districts to the Mainland via SBP, but no direct FB routes from the New Territories East (“NTE”) to SBP at present.
  - (ii) Some members of the public also travelled to Shenzhen Bao’an International Airport (“SBIA”) via SBP.
  - (iii) They said that they had been striving for the introduction of the captioned route for over 10 years but the department only advised the public to travel to and from the Mainland via other BCPs. It was hoped that the department would review again and follow up on the matter.
41. The Chairman suggested that Members consider the daily patronage of buses to SBP, and whether the patronage was sufficient to support the operation of FB routes. He said that the TTC should consider whether there was appropriate allocation of social resources and thus he had reservation about the captioned proposal.

42. Members' comments were as follows:

- (i) They asked the department about details of comments reflected to the CBC trade as mentioned in the captioned paper and their replies.
- (ii) They asked whether the data on Tai Po residents travelling to and from SBP could be provided.

43. The representative of TD responded that no relevant figures were available at the moment and he would follow up after the meeting.

44. Members' comments were as follows:

- (i) They said that they had received requests from Tai Po residents for introducing bus routes to and from SBP. Some people with disabilities had also reflected that the route from Tai Po to SBP was circuitous and inconvenient.
- (ii) They hoped that the department would reply in detail the comments made to the CBC trade and the replies received.

45. The representative of TD responded that the CBC trade mentioned in the paper was mainly direct CBC operators. Supplementary information would be provided after the meeting.

46. The Chairman hoped that the department would submit a written reply to the TTC as soon as possible when the exact figures and information were available.

(Post-meeting note: The TD added that although no CBC operators had set up CBC stops in Tai Po District for the time being, the department had written to cross boundary coach trade associations, including China Hong Kong and Macau Boundary Crossing Bus Association and Hong Kong Guangdong Boundary Crossing Bus Association, in early May this year, reflecting to the trade the suggestion of the TTC of TPDC to introduce CBC service via SBP. The CBC trade had taken note of the suggestion and would plan the routeing of CBC service in response to market demand. The TD would continue to encourage the CBC trade to provide suitable CBC service for Tai Po residents subject to its operating conditions and demand of Tai Po residents for cross-boundary transport via SBP.

According to the data provided by the Immigration Department, the average daily passenger throughput via SBP in April this year was about 86 000. Currently, there were a public transport interchange ("PTI") and a CBC pick-up/drop-off area at SBP (Hong Kong Port Area), where services of FBs, green minibuses ("GMBs"), taxis and CBCs were provided for inbound and outbound passengers. Due to the limited capacity of roads and BCP facilities, the department encouraged the public to travel to and from different BCPs and control points with the existing public transport

services and interchange arrangements. The department would continue to keep in view the service level of existing routes so as to plan suitable public transport services and study the feasibility of service adjustments with the operators in a timely manner.)

47. Members' comments were as follows:

- (i) There was only one CBC route plying between Sha Tin and SBP at present. It was suggested that the department analyse the travel pattern of the public and introduce FB services when necessary.
- (ii) They understood that the allocation of social resources needed to be considered. It was suggested that the department provide more interchange points.
- (iii) They suggested that the department consider providing additional bus routes plying between the North District and SBP to facilitate the public interchanging with other public transport modes to the NTE.
- (iv) Apart from considering the supporting transport facilities for Hong Kong residents travelling to and from the Mainland, considerations also needed to be given to how to facilitate visitors travelling to Hong Kong from the Mainland. It was suggested that the department produce pamphlets on transport information of travelling between Hong Kong and SBP and distribute them to the local communities for publicity in the district.
- (v) Providing direct bus routes to Tai Po District could help increase the pedestrian flow in the district and further stimulate the economy.
- (vi) They asked whether SBP could not accommodate more FB routes but could accommodate CBCs.
- (vii) As more and more people were travelling to SBIA via SBP at present, it was hoped that the department would take into consideration the needs of Tai Po residents and consider providing the bus routes in question.
- (viii) They said that apart from the needs of Hong Kong people travelling to the Mainland, the needs of visitors coming from the Mainland to Hong Kong also needed to be taken into account. There were many direct buses travelling from provinces and municipalities in China to SBP, but the existing bus routes from SBP to Hong Kong only covered the NTW or parts of Kowloon at present.
- (ix) SBP was the most convenient BCP for Tai Po residents to travel to other provinces and municipalities in China. Members suggested that the department consider public needs to achieve interconnectivity within the Greater Bay Area ("GBA").
- (x) The SBP facilities should be able to accommodate more bus routes. They asked whether the department would have other planning and development blueprints or data to prove that the suggestion was infeasible to respond to public demand.

- (xi) During the Easter Holiday just passed, residents of Tai Po District had to spend about two hours travelling to and from SBIA via SBP, which proved that there was a need to provide additional bus routes plying between SBP and Tai Po.
- (xii) They opined that the provision of the captioned route could tie in with the future development in the GBA and the route could help promote the “one-hour living circle”, thereby enhancing interconnectivity between Hong Kong and the GBA.

48. The representative of TD noted Members’ comments, and said that he appreciated the public’s wish to have direct public transport to SBP. He would study and follow up with the section concerned after the meeting.

49. Members’ comments were as follows:

- (i) They asked whether SBP could accommodate more FB routes or CBCs.
- (ii) They suggested that the department open up the market for cross-boundary transport, and said that some non-FB companies were interested in operating routes among BCPs, which was believed to be able to provide more route options.

50. The Chairman asked the department to study the recommendation and give a reply after the meeting.

51. Members’ comments were as follows:

- (i) They suggested that cross-boundary transport, and routeing arrangement for route A47X be combined to be listed under the matters arising pending for a reply from the department, or for discussion at the next meeting.
- (ii) It was hoped that the department would give a reply in detail as to whether SBP could not accommodate more FB routes but could accommodate CBCs.
- (iii) They asked whether new routes could not be provided due to the limited FB parking spaces (“PSs”) at SBP. If this was the case, it was suggested that Members focus their efforts on pursuing the introduction of new routes from CBC companies.

52. The Chairman said that cross-boundary transport and routeing arrangement for route A47X would be listed under the matters arising, and hoped that the department would provide a concrete response at the next meeting.

(Post-meeting note: To ensure that the volume of cross-boundary traffic would be commensurate with the handling capacity of the respective BCP and hence, the cross-boundary traffic would flow smoothly, the CBCs granted with quotas for travelling via SBP might provide one round trip per day

according to the designated quota issued. CBC service operators would also plan the routing of their CBCs in response to market demand. The TD would vet and approve the routing and pick-up/drop-off points of CBCs case-by-case from the perspectives of traffic safety, impact on traffic and sufficiency of general supporting facilities. CBC service operators currently had set up stops in Sha Tin District to provide CBC services to the Mainland via SBP. Passengers in Tai Po District could also take MTR to Sha Tin District to interchange with CBCs to the Mainland via SBP.

Currently, the passenger clearance area of SBP (Hong Kong Port Area) had public transport ancillary facilities such as the drop-off area for outbound CBCs and pick-up area for inbound CBCs, Urban and New Territories (“N.T.”) taxi stands and waiting area, and PTI. There were six pick-up/drop-off points (four for pick-up and two for drop-off) for FBs and one pick-up/drop-off point for GMBs in the PTI, which were in use by five existing FB routes and one GMB route respectively, namely, NLB routes B2, B2P, Citybus routes B3, B3A, B3X and N.T. GMB route 618. The pick-up/drop-off areas in the PTI had been fully utilised. Having taken into account the circumstantial limitations, there was no spare space for other additional routes there.)

#### **IV. Proposed improvement to the location of stops for Citybus route 582 (Shap Sze Heung < > Pak Shek Kok)**

(TPDC Paper Nos. TT 9/2024 and TT 9a/2024)

53. The Chairman welcomed Ms. CHUNG Pui-yee, Penny and Mr. LO Chung-kun, Alexander, Corporate Communications Manager and Chief Planning Officer of Citybus respectively to attend the meeting for this agenda item.

54. Members went through the captioned paper (No. TT 9/2024), and thanked the TD and Citybus for arranging Members to a site visit in regard to route 582. They hoped that the department and Citybus would take note of public views.

55. The representative of TD went through the captioned paper (No. TT 9a/2024).

56. The representative of Citybus thanked Members for their support for the launch of “Ma On Shan – Sai Sha” bus network, comprising routes 581 and 582, to provide bus services for residents of Shap Sze Heung to Hong Kong Science Park (“HKSP”), MTR University Station (“University Station”) and Ma On Shan. Citybus had invited Members to a trial ride of route 582 before its launch and Members had put forward many suggestions on that day.

57. The representative of Citybus reported on the operation of route 582 as follows:

- (i) Route 582 was launched on 28 April to serve mainly the residents in the areas of Shap Sze Heung, Sai Sha and Pak Shek Kok, and there was a rising trend in its patronage

and its operation would be monitored closely.

- (ii) Regarding the routeing and bus stop arrangements in the areas of Pak Shek Kok and HKSP, he noticed that there was an increase in the number of Pak Shek Kok residents, and he would discuss actively and study improvement proposals with the department.
- (iii) To facilitate residents travelling to work in HKSP, stops had been provided for the round trips of route 582 on Science Park West Avenue. The stops were heavily utilised, which demonstrated the public demand for them.
- (iv) A Member pointed out that the journey time for buses travelling to the Sai Sha bound from Pak Shek Kok had increased as a result of the route passing through a number of points in HKSP. Citybus would continue to follow up and optimise the route with the department.

58. Members' comments were as follows:

- (i) Route 582 had no stop at Mayfair by the Sea (Fo Chun Road), which served to be a more convenient point for nearby residents. The journey time would not be affected significantly even if the route travelled through there. It was suggested that Citybus consider adding a stop there.
- (ii) Route 582 passed through some stops repeatedly. It was suggested that Citybus consider adjusting the location of stops at the road section for trips from Pak Shek Kok to Sai Sha to save journey time.
- (iii) They asked about the specific schedule of Citybus to review the new routeing arrangement, and hoped that Citybus and the department would study the relevant comments before reverting to Members' enquiries.

59. The Chairman was pleased to learn that Citybus had launched two new bus routes, but some residents of Shap Sze Heung had reflected that the operation hours of the routes were short. As such, it was suggested that the operation hours be extended to 11:30 p.m. The Chairman understood that the facilities in Sai Sha area had yet to be commissioned and thus there was no need to extend the operation hours for the time being. However, with the imminent opening of GO PARK Sai Sha, he hoped that the department and Citybus would proactively study an increase in service frequency and expeditiously take forward the measure for the convenience of passengers. He asked the department and Citybus to reply to the TTC as soon as possible after discussing suitable proposals.

60. The representative of Citybus thanked the Chairman for his comments. As the route was at the early stage of operation at present and flat intake had yet to start in new housing estates in the area of Pak Shek Kok and Sai Sha, Citybus would adjust the service frequency subject to passenger demand and schedule of events held at GO PARK Sai Sha. Citybus was willing to provide a stop

at Mayfair by the Sea (Fo Chun Road) and would discuss with the department and submit an application. As for the adjustment of routeing for route 582, having considered that some of the stops were major pick-up/drop-off points, it took time for Citybus to review the route for further study. Citybus would follow up with the department proactively.

61. The Chairman said that he looked forward to the replies from the department and Citybus.

**V. 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 10/2024 and TT 11/2024)

62. The representative of TD went through the captioned paper (No. TT 10/2024).

63. The representative of HKPF went through the captioned paper (No. TT 11/2024).

64. Members' comments and questions were as follows:

- (i) They thanked the Police Community Relations Office and Traffic Branch for their swift enforcement actions against the illegal parking blackspots in Fu Ming Sun Sub-district. They noticed that illegal parking in the area in daytime had improved but many vehicles were still parking illegally at night. They hoped that the Police would continue to monitor to improve the situation.
- (ii) They suggested that the double yellow lines be re-designated at the bend of the roundabout between Shin Mei House of Fu Shin Estate and Fu Shin Estate Bus Terminus to reduce illegal parking.
- (iii) There was a severe shortage of PSs in the district. They asked whether the department had identified locations to provide additional roadside PSs or construct carparks.
- (iv) Not a few business operators in the district would like to take part in response to the "Night Vibes Hong Kong" campaign but there was a shortage of PSs in the district. They asked whether the Police would consider providing temporary PSs.
- (v) They supported the Police in enforcing the law against illegal parking and hoped that the Police would deal with vehicles having a temporary stop on the streets in a flexible manner during non-peak hours.
- (vi) The shortage of PSs was the main cause of serious illegal parking.
- (vii) With Hong Kong people going north for spending, the income of local business operators had been greatly affected. They hoped that the Police would consider

dealing with parking issue encountered by business operators in a flexible manner and adjusting the enforcement actions against parked vehicles which did not cause obstruction.

- (viii) They said that it was justifiable for the Police to take enforcement actions against illegal parking, under the premise that sufficient PSs were provided. Taking commercial vehicles as an example, it was hard to find PSs for coaches in urban areas and the drivers had to take the risk of being ticketed.
- (ix) They suggested that the department construct underground carpark under the principle of “single site, multiple use” to provide more PSs to keep up with the growth in the number of vehicles.
- (x) They suggested that the department review the ratio of PSs in public housing estates. Taking Fu Tip Estate (Phase 1) as an example, there was only 23 PSs available in the entire estate, which was gravely inadequate. Members hoped that the department would reflect the situation to the departments/sections concerned.
- (xi) The problem of serious illegal parking of commercial vehicles was also mentioned at the last meeting. It was suggested that the department consider identifying locations to construct a multi-storey carpark in Tai Po Industrial Estate (“TPIE”) to increase the number of commercial vehicle PSs. They asked the department about its views on the construction of the carpark and follow-up actions to be taken.
- (xii) It was pointed out that the carparks of government facilities and venues were managed by outsourced companies and the charges had been on the rise. They asked whether the department would impose restrictions on or monitor the outsourced management companies.
- (xiii) A Member said that illegal parking was getting worse, but understood that the department might not have the authority to decide on the provision of additional PSs in carparks.

65. The representative of HKPF responded as follows:

- (i) Regarding the traffic situation at the roundabout outside Fu Shin Estate Bus Terminus, the Police had been sending officers to enforce the law against illegal parking and divert the traffic during peak hours. Noting the recent increase in the number of illegally parked vehicles there, the Police had deployed additional manpower to deal with it on-site.
- (ii) The Police noted Members’ comments on the enforcement actions against illegally parked vehicles and shortage of PSs in the district, and would conduct further studies on the matters.

66. The representative of TD responded that the carparks in the district were not under the management of the department. The issue of high charges at carparks would be referred to the departments concerned for follow-up.

67. Members' comments and questions were as follows:

- (i) They hoped that the department would reflect the shortage of PSs in the district to the bureau.
- (ii) They asked whether the Police would consider installing closed-circuit television systems ("CCTVs") at illegal parking blackspots to detect illegally parked vehicles and issue fixed penalty tickets ("FPNs") automatically to reduce manpower for law enforcement.
- (iii) They suggested that the Police adjust the speed limit of speed enforcement cameras ("SECs") and install SECs at illegal road racing blackspots to protect the safety of road users.
- (iv) They understood that it was difficult for the public to park their vehicles when going out for consumption at present. It was suggested that publicity and education be strengthened to prevent vehicles from causing traffic congestion and obstruction to pedestrians using the roads.
- (v) They pointed out that large vehicles often parked at the zebra crossing of Kwong Fuk Estate Bus Terminus, blocking the sightlines of pedestrians. They hoped that the Police would conduct site inspections and deal with the issue.
- (vi) They asked how the Police would enforce the law against illegally parked vehicles through a multi-agency approach.
- (vii) They asked the Police for details and number of FPNs issued against illegally parked vehicles by different means in Tai Po District.
- (viii) They learnt that other police districts had taken enforcement actions against illegal parking blackspots and asked the Police about the details in Tai Po District.

68. The representative of HKPF responded as follows:

- (i) FPNs were mainly issued manually and by electronic means in Tai Po District at present, of which manual enforcement was of a lower proportion.
- (ii) Mobile video recording was generally used in combating traffic offences that involved drivers (e.g. picking up/dropping off passengers at restricted zones and failure to comply with traffic signs or road markings) and rarely used in combating illegal parking.
- (iii) The Police had no relevant figures on enforcement actions at the moment and would

supplement after the meeting.

69. The Chairman asked the Police whether the use of CCTVs in place of manual enforcement would be different from the existing practice of electronic enforcement by using mobile phones to scan the QR code on the vehicle licence and then printing out the electronic FPNs.

70. The representative of HKPF responded that mobile video recording used hand-held video cameras to capture offending vehicles. It was noted that CCTVs were being installed in Kwun Tong District on a trial basis to monitor illegally parked vehicles. However, as it was still at the study stage, no relevant information could be provided for the time being.

71. The Chairman said that the Police had pointed out that such method could not replace manual enforcement and FPNs could not be issued to illegally parked vehicles captured by CCTVs.

72. The representative of HKPF said that the existing legislation did not allow the Police to issue FPNs against illegally parked vehicles in this way.

73. Members' comments and questions were as follows:

- (i) They thanked the TD for providing over 1 000 PSs in Tai Po District.
- (ii) There was still a shortage of PSs in the district. It was suggested that the department study the feasibility of providing additional PSs in Tai Po Kau Hui or near Tai Po Centre.

74. The Chairman said that there were some PSs in the vicinity of Four Lanes and Four Squares in Tai Po Market. It was suggested that the department consider converting the area into a multi-storey automated carpark, which was believed to be able to increase the number of PSs two to threefold. They hoped that the department would study the proposal.

75. Members' comments and questions were as follows:

- (i) They thanked the department for actively optimising the road transport network in the territory for the convenience of the public.
- (ii) They reflected that the traffic congestion in the vicinity of Kwong Fuk Road roundabout was caused by the tailback of Tai Po bound traffic to Tolo Highway during morning peak hours, and there was also congestion during afternoon shift-changing hours of taxis.
- (iii) They said that buses had to cut across lane to Kwong Fuk Road after leaving Kwong Fuk Estate Bus Terminus, thus causing weaving through traffic and posing road safety hazards. It was suggested that the department consider widening the said road

section to provide an additional traffic lane to ease the traffic.

- (iv) They asked the Police about the police force deployed for taking enforcement actions against illegal parking.
- (v) They noticed that there were news reports about the Police using mobile video recording to combat illegal parking and over 10 000 FPNs were issued in a year. They asked whether the Police would consider adopting this enforcement mode in the district.
- (vi) They asked whether there were traffic wardens in Tai Po District and their enforcement effectiveness.

76. The representative of HKPF responded that at present, the Traffic Enforcement Team of TPPD specialised in prosecuting illegally parked vehicles and diverting traffic, and the team was on duty from 7 a.m. to 10 p.m. daily. There were also traffic wardens in TPPD and North Police District who had the power to take out prosecutions.

77. A Member pointed out that the problem of traffic congestion at Kwong Fuk Road roundabout had long existed. It was suggested that the department conduct a site visit with Members and consider converting part of the footpath next to the said road section into a carriageway, as well as including this agenda item under the matters arising at the next meeting.

78. The Chairman asked the department to take note of the matter of Kwong Fuk Road roundabout, saying that the traffic lanes in question had been revised a number of times and hoped that the department would study the feasibility of providing an additional traffic lane or other possible options.

## **VI. 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 12/2024)

79. The representative of HyD went through the captioned paper.

80. A Member suggested that the department improve and widen the exit cover of the lift with Structure No. NF132 and he would provide reference pictures after the meeting.

81. The Chairman asked Member to provide pictures for reference by the department.

## **VII. Any other business**

**Follow-up on other business raised at the last meeting of the TTC**

82. The Chairman asked the TD to respond to questions on bus routes raised by Members at the last meeting (please refer to paragraph 37 of the minutes of the 2nd Meeting in 2024 of the TTC for details).

83. The representative of TD responded as follows:

- (i) The department noted Members' views on the route arrangements of route A47X.
- (ii) In reviewing the Bus Route Planning Programme ("BRPP"), the department had considered extending route N307 to Tai Wo via Fu Heng Estate, details of which would be supplemented after the meeting.
- (iii) The operation hours of route B8 had been extended with effect from 25 March, with the last departure from MTR Tai Wai Station extended to 4 p.m. while the first departure from HYW BCP advanced to 1 p.m. on weekdays, and the last departure from HYW BCP extended to 10:20 p.m. each day. The department would keep a close eye on the passenger demand and adjust the frequency in a timely manner.
- (iv) The department noted the views on introducing a bus service plying between Tai Po and SBP.
- (v) Regarding the provision of a stop in the vicinity of Kwong Fuk Road/Plover Cove Road for route 71K (Tai Po Market Station bound), the service network, passenger demand, the impact of service adjustments on passengers and the burden on transport resources, etc. had to be taken into account for the provision of an additional stop. The department had noted Members' views and would review the situation with the bus company for timely follow-up actions.
- (vi) The department had referred the problem of prolonged lost trip of route 307 to Citybus and urged it to provide services according to the service timetable. If individual trips were affected by unforeseen incidents, Citybus was advised to make timely arrangements for vehicles to meet the demand and the department would continue to monitor the situation.
- (vii) The department had been monitoring the operation of minibus route 807K on an ongoing basis and sent staff to conduct a site visit at Ma On Shan Plaza in March. The average headway of the route (Tseng Tau bound) was every six-minute, which was in line with the scheduled frequency of the service timetable, but there were individual trips which could not carry all passengers at the stops. The department had urged the minibus operator to monitor the actual situation and flexibly adjust the frequency.

- (viii) The department noted that there was inadequate frequency for GMB route 25B and would arrange a site visit and follow up with the minibus operator.
- (ix) Residents' services ("RS") route NR507 was a route arranged jointly by resident representatives and RS operator on their own. The operator had to obtain consent from resident representatives for any adjustments to the operation hours and frequency, and then submit a joint application to the department. Upon receipt of the application, the department would process it in accordance with the established mechanism. As shown in the records, the service of the route had been adjusted on 13 January. Should Members have any comments, they were advised to contact the resident representatives.

(Post-meeting note: The TD supplemented the information on bus route services as follows:

- (i) The department had already implemented the extension of the terminus of route N307 (Tai Po Centre - Sheung Wan) to Tai Wo in the BRPP earlier. It was suggested that such arrangement be implemented together with the re-routeing option of route N307 routeing via King's Road, Causeway Road and Hennessy Road (both bounds), which had been implemented in the BRPP 2024-2025 of Tai Po District. (The department had written to the TTC of TPDC to inform it of the implementation of BRPP 2024-2025 of Tai Po District on 13 June this year.) The department noted Members' views on cross-harbour bus route N307 and would take into account and review the views when implementing the BRPP.
- (ii) In planning the public transportation service network, including considering adjustments to existing bus route services and provision of additional stops, the department would examine relevant factors such as the existing public transport service network, passenger demand, anticipated impact of service adjustments on existing passengers, possible impact on traffic load and resource allocation. The department had noted Members' views on the provision of a stop for KMB route 71K and would closely monitor the service of the said route and take corresponding follow-up actions with KMB in a timely manner having regard to the traffic and transport situation and passenger demand.
- (iii) Regarding the frequency of cross-harbour bus route 307, the department had urged Citybus to provide service in accordance with the frequency and timetable stipulated in the Schedule of Service ("SS"), and to flexibly deploy its vehicles in a timely manner to cope with passenger demand if individual trips were affected by unforeseen incidents. The department would continue to monitor the service of cross-harbour bus route 307 in the morning and follow up with the bus company based on the monitoring results accordingly.

- (iv) The department had all along been monitoring the operation of N.T. GMB route 807K on an ongoing basis. According to a field survey conducted by the department at Sai Sha Road near Ma On Shan Plaza during the afternoon peak hours on weekdays in mid-March 2024, the average headway of the route (Tseng Tau bound) was about six minutes, which was generally in line with the scheduled frequency under the SS. However, there were left-behind passengers for individual trips occasionally. In this connection, the department had urged the relevant GMB operator to closely monitor the actual operation of the route and flexibly adjust the frequency so as to reduce passengers' waiting time. The department would continue to monitor the operation and service level of the route.
- (v) The department had noted the views on N.T. GMB route 25B (Tai Po Market - Kau Lung Hang). The department would arrange a field survey to learn about the service of route 25B and follow up with the operator in a timely manner.
- (vi) RS was generally arranged jointly by resident representatives and RS operators on their own. If a RS operator wished to adjust the approved operational details (including the timetable and frequency), the operator might submit a joint application to the department after obtaining support from the resident representatives for the service concerned. Upon receipt of the application, the department would process it in accordance with the established mechanism. The department had earlier received an application from the operator of RS route NR507 (Tai Po Lung King Villa - Central) and resident representatives for changes in the timetable and frequency of the route concerned. The relevant changes had taken effect from 13 January 2024 onwards. Should passengers have any comments on RS route NR507, they might contact the relevant resident representatives directly.)

84. The Chairman's comments were as follows:

- (i) He, together with the villagers of Tseng Tau Tsuen, held a meeting with the operator of GMB route 807K earlier and a messaging group on instant messaging application was also set up for communication. Residents were pleased to see that the GMB operator had improved its service. The last departure of GMB route 807K from the University Station was at 12:15 midnight. It was hoped that the department would extend the operation hours of bus route 582 to 11:30 p.m. for the convenience of the public.
- (ii) It was hoped that the department would follow up and continue to discuss the routeing arrangements of route A47X and the traffic problem at Kwong Fuk Roundabout at the next meeting.
- (iii) A Member had raised a matter before the meeting regarding a letter to the TD by Lam Tsuen Valley Committee ("the Committee"), requesting for the relaxation of the

restriction on franchised transport modes exceeding 11 metre in length to Lam Kam Road (the section between the roundabout on Lam Kam Road and the roundabout at Ng Tung Chai) (“the Section”). The Chairman said that the matter was related to the follow-up items from the last meeting and could therefore be discussed collectively.

85. Members’ comments and questions were as follows:

- (i) They thanked the department for following up on a number of bus routes. Members had previously raised a few questions on bus routes to which the department had not yet responded. They would provide supplementary information to the department after the meeting.
- (ii) It has been repeatedly pointed out that residents of Fu Tip Estate had requested for the provision of additional stops for bus route 72K at Fu Tip Estate (Phase 1). They hoped that the department would give a reply.
- (iii) It was hoped that the department would provide a definite reply to the views raised at the next meeting. If, after investigation and study, the department found that the proposal was infeasible, it was hoped that the department would provide reasonable grounds in this regard, and a clear timeframe for matters that it had stated that it would follow up in due course to avoid repetitive questioning.
- (iv) They asked about details of the BRPP 2024-2025 of Tai Po District. Members had proposed a number of suggestions at the last meeting and asked when would the department implement the Programme and whether Members’ views were accepted.
- (v) Some residents had reflected that GMB route 20S often failed to stop at the scheduled stops and there were frequent lost trips. To their understanding, the route shared a fleet of some 15 vehicles with GMB routes 20A, 20P, 20M and 20X. It was hoped that the department would have an in-depth understanding of whether the operator had deployed the vehicles to other routes on its own.
- (vi) They thanked the department for introducing GMB route 24 for residents of Fu Tip Estate, and suggested that the department learn about the patronage of the route and consider changing the routeing arrangements to facilitate residents’ access to Tai Po Complex.
- (vii) They asked about the progress of the introduction of route 907D and hoped that the department would give a definite reply.
- (viii) Members said that they had received frequent complaints from residents about the poor service of bus captains of route 271 and the problem of lost trips on route 75X. As at 6 May, 1 210 complaints had been received for route 75X and 90 for route 271.

Members had reflected this to KMB but the situation had not improved. They asked the department how to address the matter.

(Post-meeting note: The TD responded to the questions on bus routes as follows:

- (i) 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.

In planning the public transportation service network, including considering the introduction of additional bus routes or adjustments to existing routes, the department would examine relevant factors such as the existing public transport service network, passenger demand, anticipated impact of service adjustments on existing passengers, possible impact on traffic load and resource allocation.

At present, apart from KMB route 71K (Tai Wo - Tai Po Market Station), passengers could also take N.T. GMB route 20A (Tai Po Market Station - Tai Po Nethersole Hospital (Circular)) or route 20X (Tai Po Market Station - Tai Po Nethersole Hospital) to and from Tai Po Nethersole Hospital. The department noted the views on the rationalisation of KMB routes 71K and 72K, and would keep a close eye on the changes in passenger demand in the above-mentioned areas and study the feasibility of bus service adjustment when necessary.

- (ii) KMB route 263C – Members hoped that additional stops for route 263C would be provided at Fu Tip Estate and its frequency would be increased during peak hours.

The department noted Members' views on the routeing and stops for KMB route 263C (Tuen Mun Station - TPIE). To cater for the passenger demand in Fu Tip Estate area, the department had introduced KMB route 72K and N.T. GMB route 24, and would progressively implement the planned public transport services, including the bus services plying between Fu Tip Estate in Tai Po and Yau Tong, Tsim Sha Tsui East, Kwai Hing and Hong Kong Island during peak hours. The department would keep a close eye on the travelling needs of passengers at Fu Tip Estate and follow up with the relevant public transport operators when necessary in the light of the passenger demand.

In addition, regarding Members' views on the service level of route 263C, the department had sent staff to conduct field surveys at Tuen Mun Road Bus-Bus Interchange (both bounds) during the morning and evening peak hours in mid-January. The results showed that the occupancy rate of the route was about 50% and 35% respectively, indicating that the current service level could cope with the passenger demand.

The department would continue to keep a close eye on the service level and passenger

demand of the route and take further follow-up actions with KMB in a timely manner.

- (iii) With the imminent completion of a number of new housing estates in Pak Shek Kok, Members said that new bus services should be introduced or service adjustments should be made. The department had all along been continuously enhancing the existing bus service network having regard to local developments, and planning and adjusting public transport services in a timely manner in order to cope with the travelling needs of the public.

From 9 March 2024 onwards, the catchment area of KMB route 272A (University Station - Pak Shek Kok (Pok Yin Road) (Circular)) and its special departures had been extended to Pok Yin Road.

According to the previous BRPP, the catchment area of KMB routes 82D and 900 would be extended to Pok Yin Road and the department had finalised with KMB that the relevant bus services would be adjusted on 24 June this year.

The service of Citybus route 582 (Pak Shek Kok - Shap Sze Heung) had been introduced with effect from 28 April 2024, which routed via Pak Shek Kok, University Station Public Transport Interchange, Ma On Shan and Shap Sze Heung.

The department would continue to keep a close eye on the service level and passenger demand of all routes and take further follow-up actions with the bus companies in a timely manner.

- (iv) Regarding the request by a number of Members for the provision of bus services plying between Tai Po, Tuen Mun and Yuen Long, they 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.

In planning the public transportation service network, including considering the introduction of additional bus routes, the department would examine relevant factors such as the existing public transport service network, passenger demand, patronage of new routes, possible impact on traffic load and resource allocation. The department encouraged the public to make good use of the existing public transport network resources to enhance the operational efficiency of the public transport services.

At present, KMB route 64K (Yuen Long (West) - Tai Po Market Station) provided whole-day bus service between Tai Po and Yuen Long. Passengers might also take KMB routes 64X (Yuen Long (West) to HKSP)/65X (Tin Yan Estate to HKSP)/265S (Tin Shui Wai Town Centre - TPIE) to travel directly between Tai Po and Yuen Long Districts, or KMB route 263C (Tuen Mun Station - TPIE) to travel directly between Tai Po and Tuen Mun Districts during peak hours. In addition, passengers could also make use of the railway service to interchange with KMB routes 276 (Tin Tsz -

Sheung Shui)/276A (Tin Heng Estate - Sheung Shui (Tai Ping))/276B (Tin Fu - Sheung Shui (Choi Yuen))/276P (Tin Shui Wai Station - Sheung Shui) at Sheung Shui Station to travel between Tai Po and Yuen Long Districts, or interchange with KMB route 261 (Tuen Mun (Sam Shing Estate) - Fanling (Cheung Wah)) to travel between Tai Po and Tuen Mun Districts.

Regarding the public transport services between Tuen Mun/Yuen Long and Kam Sheung Road Station, passengers from Tuen Mun and Yuen Long could make use of the railway service to access Kam Sheung Road Station at present, and those from Yuen Long could also choose to travel to the above locations by taking KMB routes 54 (Yuen Long (West) - Sheung Tsuen (Circular))/64K (Yuen Long (West) - Tai Po Market Station)/77K (Yuen Long (Fung Cheung Road) - Sheung Shui)/251C (Kong Ha Wai - Yuen Long (Circular)).

The department had noted the views on bus services between Tai Po and Tuen Mun as well as Yuen Long, and would keep a close eye on the changes in passenger demand in the above districts and study the feasibility of bus service adjustment when necessary.

- (v) A Member hoped that there would be stops along Tai Wo Service Road West for route 373. At present, there were eight en-route stops along Tai Wo Service Road West for KMB route 373 (Sheung Shui bound), namely Wai Tau Tsuen, Chung Sum Wai, Tai Hang, Tai Wo, Nam Wa Po, Kau Lung Hang, Ho Ka Yuen and Wo Hop Shek San Tsuen, and seven en-route stops along Tai Wo Service Road West (the Central bound), namely Wai Tau Tsuen, Chung Sum Wai, Tai Hang, Tai Wo, Nam Wa Po, Kau Lung Hang and Ho Ka Yuen.

- (vi) Members 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 HYW BCP.

In planning the public transportation service network, including considering the introduction of new bus routes, the department would take into account relevant factors such as the existing public transport service network, passenger demand, patronage of new routes, possible impact on traffic load, resource allocation and financial viability of such newly introduced services.

At present, passengers from Tai Po could take Citybus route B8 (Tai Wai Station - HYW BCP) to HYW BCP, while those from Shap Sze Heung area could also take KMB route 299X (Sai Kung - Sha Tin Central) to interchange with Citybus route B8 at Tai Chung Kiu Road area to the above location.

The department noted the views on the introduction of bus service between Tai Po District (including Pak Shek Kok and Shap Sze Heung) and HYW BCP, and would keep a close eye on the changes in passenger demand in the above areas and study the feasibility of introducing such service with the bus companies in a timely manner.

- (vii) The department had received an application from KMB for the provision of additional stops for route 72K at Fu Tip Estate (Phase 1). The department would take into account a host of factors in the light of the actual situation of each bus stop, including geographical constraints, road safety and passenger demand, in vetting the application.
- (viii) The TD had provided a summative report of the implemented and adjusted items under the BRPP 2024-2025 of Tai Po District for Members' reference on 13 June.
- (ix) According to the SS, N.T. GMB routes 20A, 20X, 20S, 20P and 20M shared a total of 14 public light buses ("PLBs"). With a view to monitoring the service of GMB route 20S, the department had sent staff to conduct a field survey at the en-route stop at Classical Gardens II from 12 noon to 8 p.m. in late May. The survey showed that the frequency provided by N.T. GMB route 20S was generally in accordance with the SS. The department had written to the GMB operator requesting it to provide service according to the timetable stipulated in the SS, and remind the drivers to pay attention to the boarding instructions for passengers waiting at en-route stops by driving the PLBs to the designated locations for picking up passengers so as to avoid causing inconvenience to them. The department would continue to closely monitor the service of N.T. GMB route 20S.
- (x) In planning the public transportation service network, including considering the adjustments to GMB routes, the TD would take into account relevant factors such as the existing public transport service network, passenger demand, patronage, possible impact on traffic load and resource allocation. The department had noted Members' views on the provision of additional stops for N.T. GMB route 24, and would closely monitor the service of the said route and take corresponding follow-up actions with the GMB operator in a timely manner having regard to the traffic and transport situations and passenger demand.
- (xi) Due to the impact of the COVID-19 epidemic and the commissioning of East Rail Line cross-harbour extension in May 2022, the travel patterns of passengers had changed, resulting in a drop in demand for cross-harbour buses. The bus companies were cautious about launching the route. The travel patterns of passengers had become more stable after the epidemic and the department had also noted the passenger demand for the implementation of route 907D. As such, the department had urged the relevant FB companies to submit applications for the introduction of route 907D as soon as possible and would announce the commencement date of the route in due course.
- (xii) The TD had been closely monitoring the regularity and level of bus services through various channels, such as examining the operating returns furnished by FB operators, conducting regular surveys and taking note of passengers' complaints and suggestions. Between 1 April 2023 and 29 February 2024, the 1 210 complaints

relating to KMB route 75X mainly came from four complainants, and after deducting the number of such complaints, the number of complaints relating to KMB route 75X was 43. The department had asked KMB to rectify and operate according to the approved timetable. Regarding the service of bus captains of KMB route 271, the department had requested KMB to strengthen training for captains, keep a close watch on their driving attitude and performance, and implement improvement measures accordingly.)

86. The Chairman hoped that the department would provide a written reply to the above follow-up items at the next meeting with reasonable grounds.

87. Regarding the discussion on the request for relaxing the restriction on franchised transport modes exceeding 11 metre in length to Lam Kam Road, the Chairman said that the subject had been discussed for a long time but no conclusion had been reached. He then invited Sit-in Member to give his views.

88. The comments were as follows:

- (i) As there was a lack of turnaround space on Lam Kam Road for buses to make U-turns, the department had constructed the roundabout at Ng Tung Chai to enhance large-scale bus services between Lam Tsuen and the town centre of Tai Po. The roundabout was completed in May last year. He would maintain communication with KMB and the department with a view to providing bus services to residents as soon as possible.
- (ii) He respected the views of Members and the Committee, and agreed that only buses exceeding 11 metre in length would be relaxed to Lam Kam Road.
- (iii) He paid ongoing attention to this matter and thanked the department for its efforts in addressing the views of various parties.
- (iv) He said that some village heads objected to the relaxation of the restriction on the entry of vehicles exceeding 11 metre in length, and as there was no container yard in Lam Tsuen at present, it was believed that very few container trucks would travel on Lam Kam Road. These two points were received at the previous meeting of Tai Po Rural Committee.
- (v) He respected the letter sent to the Commissioner for Transport by Members and the Committee, and at the same time hoped that the department would not be hesitant in making a decision.
- (vi) After communicating with the representatives of the department, it had come to his understanding that the department would not exempt buses from travelling on a

certain road section, and he hoped that the department would allow buses to run on the Section as soon as possible.

89. Members' comments were as follows:

- (i) They considered it necessary to respect the views of the Committee to avoid unnecessary misunderstanding and conflicts.
- (ii) Having regard to traffic safety and the convenience it brought to the public, the Committee hoped that buses exceeding 11 metre in length could be allowed to travel on the Section as soon as possible.
- (iii) It was hoped that all Members would support the department in expediting the implementation of allowing buses to enter the Section, while other vehicles exceeding 11 metre in length would remain prohibited from entering.

90. The Chairman said that vehicles exceeding 11 metre in length were prohibited from entering the road section starting from the roundabout on Lam Kam Road in the past. However, upon completion of the roundabout at Ng Tung Chai, vehicles exceeding 11 metre in length could enter the Section but had to make a U-turn when they reached the roundabout at Ng Tung Chai. As the traffic sign of "No vehicles exceeding 11 metre in length" was still placed at the junction of the roundabout on Lam Kam Road heading to Lam Kam Road at present, route 64K could only provide limited services with buses under 11 metre in length. He asked whether it was absolutely impossible for the department to relax the restriction on the entry of vehicles exceeding 11 metre to Lam Kam Road.

91. The representative of TD responded as follows:

- (i) He thanked and respected the views of Members and Sit-in Member, and would consider all suggestions with prudence.
- (ii) Upon completion of the roundabout at Ng Tung Chai, the section of Lam Kam Road from Lam Kam Road Interchange to the roundabout at Ng Tung Chai had been conditionally relaxed for vehicles exceeding 11 metre in length.
- (iii) He emphasised that the department had to strike a balance between the needs of various parties. The relaxation of the Section would not only facilitate the deployment of vehicles by KMB, but also make it easier for villagers to park their commercial vehicles back in the village.
- (iv) The relaxation of the restriction could also allow tour coaches of 12 metre in length to carry members of the public to and from Lam Tsuen for participation in Well-wishing Festival Activities in Lam Tsuen or other major events.

- (v) He understood that Member were concerned about the road traffic safety at Lam Kam Road, and said that there were no particularly steep, winding and narrow sections along that section of Lam Kam Road. Members were welcome to conduct an on-site inspection together and consider improvement options if they were of the view that the Section was particularly dangerous.

92. The Chairman asked whether the relaxation was already in force for the entry of vehicles exceeding 11 metre in length to Lam Kam Road at present, and whether vehicles exceeding 11 metre in length were required to make a U-turn when they reached the roundabout at Ng Tung Chai.

93. The representative of TD said that he was correct.

94. Sit-in Member pointed out that several traffic accidents had happened in Hang Ha Po near On Kee Store recently, and that the junction at San Tong Tsuen was often flooded due to the uneven road surface, which would easily cause danger to large vehicles or vehicles passing by at a high speed. He hoped that the department would arrange for a site visit.

95. The Chairman hoped that the department would arrange for Members, Sit-in Member and representatives of the Committee to a site visit and discuss improvement options on traffic safety.

96. Members' comments and questions were as follows:

- (i) They asked whether a traffic sign of "Except buses" could be added below the traffic sign of "No vehicles exceeding 11 metre in length", and suggested that the department could make reference to the placing of traffic sign of "Except franchised buses" below the traffic sign of "Turn Right" on the road near Fortune Plaza.
- (ii) It was considered that the Committee had a clear stance to request the department to grant an early relaxation of the restriction on the entry of buses exceeding 11 metre in length to Lam Kam Road, yet it did not wish the entry of other large vehicles.
- (iii) They expressed clearly to the department that the TTC was concerned about the early relaxation of allowing buses exceeding 11 metre in length to enter Lam Kam Road, instead of permitting the use of Lam Kam Road by commercial vehicles.

97. The Chairman pointed out that the department had already responded at the last meeting that upon completion of the roundabout at Ng Tung Chai, there was no reasonable justification to continue to prohibit vehicles exceeding 11 metre in length from travelling on the Section. The department would also 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). The Chairman then asked the departmental representative to supplement on it.

98. The representative of TD said that the Chairman's understanding was correct and the department was duty bound to strike a balance between the needs of various parties. He reiterated that the relaxation of restriction not only facilitate bus services, but also facilitate the access by commercial vehicles. The department would conduct a site visit with Members or convene a meeting to follow up on the problem.

99. The Chairman hoped that the department would carry out an improvement works after the site visit with Members, and suggested that the department should communicate with the representative of the Committee to allay its concerns. He asked the department to give a consolidated reply on Lam Kam Road and the bus routeing problem mentioned at the meeting to facilitate further deliberation at the next meeting.

#### **VIII. Date of next meeting**

100. The Chairman announced that the next meeting was scheduled to be held at 2:30 p.m. on 4 July 2024 (Thursday).

101. There being no other business, the meeting was adjourned at 5:21 p.m.