

**North District Council (2020-2023)**  
**Minutes of the 7th Meeting of**  
**the Committee on Traffic and Transport**

Date : 8 March 2021 (Monday)  
Time : 9:41 a.m.  
Venue : North District Council Conference Room

**Present:**

Chairman

Mr LAU Ki-fung\*

Vice Chairman

Mr CHAN Wai-tat\*

Members

Ms LAM Tsz-king	(9:43 a.m. – 5:19 p.m.)
Mr CHOW Kam-ho	(9:52 a.m. – 4:32 p.m.)
Ms CHAN Yuet-ming	(9:41 a.m. – 11:26 a.m.)
Mr CHAN Yuk-ming	(9:43 a.m. – 12:24 p.m.)
Mr CHAN, Vincent Chi-fung*	
Mr KWOK Long-fung*	
Mr KO Wai-kei	(2:04 p.m. – 4:50 p.m.)
Mr CHEUNG Ching-ho, Franco*	
Mr CHEUNG Chun-wai*	
Mr WAN Wo-tat, Warwick, MH*	
Ms WONG Hoi-ying	(9:41 a.m. – 5:04 p.m.)
Mr CHIANG Man-ching*	
Mr LAW Ting-tak	(9:41 a.m. – 3:22 p.m.)

Secretary

Miss CHAN Cheuk-hei, Michelle      Executive Officer (District  
Council)3, North District Office

Remarks: \*      Members who attended the whole meeting  
( )      Time of attendance of Members

**In Attendance:**

Ms KWONG Ting-lok, Maggie	Assistant District Officer (North) 1, Home Affairs Department
Miss LAM Tsz-yan, Gloria	Assistant District Officer (North) 2, Home Affairs Department
Mr WONG Ping-cheung, William	Senior Transport Officer/North, Transport Department
Mr YIP Cho-yam, Joseph	Engineer/North 1, Transport Department
Ms TSANG Chui-shan, Jocelyn	Engineer/North 2, Transport Department
Mr LAM Tack-ho, Alex	Engineer/Special Duties 2, Transport Department
Mr TAM Bit-ching	District Engineer/Fanling, Highways Department
Mr LUK Yin-choi, Jeffrey	Engineer/9 (North), Civil Engineering and Development Department
Ms FUNG Ngar-jing, Josephine	District Operations Officer, Tai Po District, Hong Kong Police Force
Mr TSUI Yick-fook	Station Sergeant, Tai Po District Traffic Team, Hong Kong Police Force
Ms CHAN Man-hei	Inspector (Operations, Support & Training), Border District, Hong Kong Police Force
Mr TSANG Tin-chu	Station Sergeant, Border District Traffic Team, Hong Kong Police Force
Mr Jeff TAM	Manager (Public Affairs), The Kowloon Motor Bus Company (1933) Limited
Mr Trevor NG	Operations Officer, The Kowloon Motor Bus Company (1933) Limited

Mr CHAN Chung-yi  
Assistant Officer (Planning and Development), The Kowloon Motor Bus Company (1933) Limited

Mr KUNG Syu-yan, Louis  
Operations Manager, Citybus Limited

Item 2

Mr YEUNG Hon-fai, Humphrey  
Chief Engineer/Railway Development 1-1, Railway Development Office, Highways Department

Mr HUI Ka-kit, Desmond  
Senior Engineer/Shatin to Central Link (8), Railway Development Office, Highways Department

Mr MOK Cheuk-wah, Francis  
Senior Engineer/Railway Schemes (1), Railway Development Office, Highways Department

Mr LU Wan-him  
Engineer/Railway Schemes (26), Railway Development Office, Highways Department

Mr FUNG Wai-chung  
Senior Liaison Engineer, MTR Corporation Limited

Mr Henry MAN  
Projects Communications Manager, MTR Corporation Limited

Item 3

Mr TAM Kin-sang, Sam  
Senior Engineer/13(N), Civil Engineering and Development Department

Mr KONG Tung-ming  
Traffic Consultants Director, Nolan Consultants Limited

Mr CHEUNG Kam-fai, Simon  
Senior Resident Engineer, AECOM Asia Company Limited

Mr CHU Kwan, Jack	Deputy Site Agent, CRCC – Paul Y. Joint Venture
Mr WONG Wai-shun, Raymond	Traffic Manager, CRCC – Paul Y. Joint Venture
Items 4 to 6	
Miss CHU Lai-yee, Rachel	Senior Transport Officer/Bus (New Territories East) 1, Transport Department
Mr YUEN Kin-hang, Tom	Transport Officer/Bus (New Territories East) 1, Transport Department
Item 9	
Mr YANG Chieh, Stuart	Engineer/Shatin to Central Link (18), Railway Development Office, Highways Department
Mr LI Yick-fai, Ernest	Senior Engineer/Railways 8, Electrical and Mechanical Services Department
Miss Annie LAM	Public Relations Manager – External Affairs, MTR Corporation Limited
<u>Item 17</u>	
Mr CHUI Yuk-ming	Administrative Assistant/Lands (District Lands Office, North), Lands Department

**Absent:**

Ms LAM Shuk-ching  
Mr YUEN Ho-lun

## Opening Remarks

The Chairman welcomed Members and representatives of departments and organisations to the 7th meeting of the Committee on Traffic and Transport (“Committee”). He also welcomed Mr Alex LAM, Engineer/Special Duties 2 of the Transport Department (“TD”), Ms CHAN Man-hei, Inspector (Operations, Support & Training), Border District, and Ms Josephine FUNG, District Operations Officer, Tai Po District of the Hong Kong Police Force (“HKPF”), and Mr Trevor NG, Operations Officer of the Kowloon Motor Bus Company (1933) Limited (“KMB”), who attended the meeting for the first time.

### Item 1 - Confirmation of the Minutes of the 6th Meeting held on 9 November 2020

2. The Committee confirmed the minutes of the 6th meeting.

### Item 2 - Briefing on Northern Link (Paper No. 16/2021)

3. The Chairman welcomed Mr Humphrey YEUNG, Chief Engineer/Railway Development 1-1, Mr Desmond HUI, Senior Engineer/Shatin to Central Link (8), Mr Francis MOK, Senior Engineer/Railway Schemes (1), and Mr LU Wan-him, Engineer/Railway Schemes (26) of the Railway Development Office under the Highways Department (“HyD”), and Mr FUNG Wai-chung, Senior Liaison Engineer, and Mr Henry MAN, Projects Communications Manager of the MTR Corporation Limited (“MTRCL”) to the meeting.

(Ms LAM Tsz-king and Mr CHAN Yuk-ming joined the meeting at this juncture.)

4. Mr Humphrey YEUNG presented Paper No. 16/2021 with the aid of PowerPoint slides, which were attached at Annex I.

5. Mr Warwick WAN welcomed the Northern Link (“NOL”) as it would meet the demand created by the new population in Kwu Tung North.

He said that the NOL would connect Ngau Tam Mei and the vicinity of Yuen Long, which would facilitate passenger flow between the two areas. He remarked that the NOL project had been discussed for over two decades. The department had previously mentioned that an outer loop of railway could be developed by linking Liantang Port and Ping Che in wake of the development needs of the district. He requested an explanation for the absence of progress about this issue in this briefing.

6. The Chairman put forward the following questions and comments:

- (a) It was anticipated that Phase 1 of the NOL project would be completed by 2027 and Phase 2 would be completed by 2034. According to the schedule, residents of Kwu Tung could only use the East Rail Line (“ERL”) from 2027 to 2034. However, train compartments of the ERL were always crowded after 12-car trains had been replaced by 9-car trains. He was concerned that the situation would exacerbate when border control was relaxed upon mitigation of the epidemic. He asked if the HyD and the MTRCL had considered whether the ERL would be capable of accommodating the surge of passengers in the future; and
- (b) He enquired about the interchange arrangement at Kwu Tung Station. He asked if the design of this station would be similar to that of Tai Wai Station, at which passengers would need to use escalators to proceed to the concourse before taking the escalators up towards the platforms to interchange with trains of other lines. He opined that this interchange arrangement would be inconvenient for residents of North District.

7. Mr Humphrey YEUNG said the main line of the NOL would connect Kam Sheung Road Station and Kwu Tung Station. To complement the potential development of New Territories North and Northeast New Territories, Railway Development Strategy 2014 proposed allowing flexibility for the extension of the NOL. As such, the MTRCL submitted a proposal to reserve space at Kwu Tung Station in the design stage. The HyD would keep a close watch on the development of the district. Moreover, the HyD had requested the MTRCL to study the impact on the railway network upon commissioning of the NOL and explore mitigation measures.

(Mr CHOW Kam-ho joined the meeting at this juncture.)

8. Mr Henry MAN made a consolidated reply to Members' questions and comments:

- (a) He thanked the HyD and the Committee for offering this opportunity for the MTRCL to introduce to Members the NOL project for the first time. The MTRCL would maintain a close tie with the district councils and the local communities to collect views on the NOL project at a later stage so that the project would facilitate the daily commute of residents;
- (b) The Chief Executive in Council officially invited the MTRCL to commence detailed planning and design of the NOL project in December 2020. The MTRCL was currently procuring design consultancy services, in the hope that detailed planning and design could be carried out as soon as possible. He thanked Members for their opinions and looked forward to more comments on the improvement of the design in the future;
- (c) In view of the complexity of the works and the time required for drawing up the detailed planning and design of the project, the works of Phase 1 of the NOL project would commence in 2023 and would be completed in 2027, which would tie in with the time of intake of the first major batch of residents of the public housing estates at Kwu Tung North New Development Area ("NDA"). The works of Phase 2 would commence in 2025 and would be completed in 2034. According to the preliminary study, given that Kwu Tung Station would be located underneath Lok Ma Chau Spur Line, it was endowed with more favourable conditions for the completion of the works than the main line of the NOL. The NOL project was therefore comprised of two phases and Kwu Tung Station would be in commission first to allow residents to enjoy the railway service as early as possible;
- (d) The MTRCL noted Members' views, including those concerning the extension to Liantang Port. The MTRCL would harness support for the railway development mapped out by the Government; and
- (e) As per whether the ERL would be even more crowded upon the

commissioning of the NOL, the MTRCL would closely monitor the patronage of the ERL. As for the situation where the section between Kowloon Tong Station and Tai Wai Station was crowded with passengers, the MTRCL believed that there would be a significant diversion of passenger flow upon the commissioning of Tuen Ma Line later this year. By that time, the new signalling system would also provide room to enhance frequency of the train service of the ERL, thus improving passenger capacity.

9. Mr Humphrey YEUNG added to his earlier remarks by making the following comments:

- (a) According to the information of relevant departments, the first major batch of residents were scheduled to move into the public housing estates at Kwu Tung North NDA in 2027. The MTRCL opined that the works of Kwu Tung North Station was more ready for earlier completion than that of the main line of the NOL. The NOL would therefore be comprised of two phases. The HyD understood that residents of the public housing estates at Kwu Tung North NDA would begin to move in before the commissioning of Kwu Tung Station in 2026. It was anticipated that the population would approximately be 10 000. The Government would provide appropriate public transport services to take care of the travelling need of the first batch of residents. Furthermore, the Government would ask public transport operators to provide adequate public transport services in due course in wake of the demand; and
- (b) The HyD anticipated that some passengers of the ERL would use the NOL to travel to the New Territories West or use the West Rail Line (“WRL”) to go to other districts upon the commissioning of the NOL. Consequently, the patronage of the ERL would drop whereas that of the WRL would increase, which might cause the WRL to be more crowded during peak hours. The HyD had requested the MTRCL to examine the impact of the commissioning of the NOL on the patronage of the ERL and the WRL, and devise appropriate measures to ease the crowdedness.

10. Mr Franco CHEUNG asked whether the TD would curtail bus services upon the commissioning of the NOL.

11. Mr William WONG replied that the TD did not have such plan at this stage.

12. Mr Humphrey YEUNG responded as follows:

- (a) Prior to the operation of the NOL, the departments concerned would assess the impact of the commissioning of the NOL on other public transport services. Options of rationalisation of services would be prepared with a view to enhancing coordination among different means of public transport. Efficient transport services could be provided for the members of the public if road transport was complementary to railway services; and
- (b) As far as the efficiency of transport services was concerned, the journey time required to go to Kwu Tung Station of the NOL from Kam Sheung Road Station would be significantly reduced from currently about 60 to 80 minutes by road transport to 12 minutes. Furthermore, there was an absence of direct public transport service to link Kam Sheung Road and Kwu Tung at present. There were only a few routes of franchise buses and minibuses plying between Yuen Long and Sheung Shui (such as Routes 76K and 276), and their service scope was comparable to that of the main line of the NOL. It would take only about 7 minutes, 5 minutes and 2 minutes to go to San Tin, Ngau Tam Mei and Au Tau respectively from Kam Sheung Road by using the main line of the NOL. Residents nearby would be given a new option. More passengers would be diverted by the railway services and the journey time would be shortened.

13. The Chairman put forward the following comments and questions:

- (a) He requested the TD and the HyD to make arrangements for means of transport (such as buses and minibuses) being affected in the vicinity;
- (b) He enquired about the interchange arrangement at Kwu Tung Station again. He would like to know whether passengers could go directly to an opposite platform for trains of another line or they had to use the escalators to go to the concourse first; and

- (c) He hoped that the HyD and the MTRCL would carry out more assessments, especially those on the impact on the ERL brought about by the new population moving to Kwu Tung in phases from 2027 to 2034.

14. Mr Humphrey YEUNG said that the MTRCL was conducting a detailed planning of the interchange arrangements for Kam Sheung Road Station and Kwu Tung Station. The project was at the design stage. After the detailed arrangements such as alignment, locations of stations, implementation schedule, interchange arrangements and so on were mapped out, the Government would conduct public consultation according to the established procedures. The HyD would consult the North District Council (“NDC”) at that time and seek the views of Members.

15. As far as operational arrangements were concerned, Mr Henry MAN said that the MTRCL always endeavoured to facilitate interchange and to divert passenger flow.

16. Mr FUNG Wai-chung said that the NOL project was comprised of two phases. While Kwu Tung Station would be established above the Lok Ma Chau Spur Line in Phase 1, the main line of the NOL would be extended to connect Kam Sheung Road Station in Phase 2. The MTRCL strived to facilitate interchange. The consultant would aim to achieve this goal in the detailed design. Although the detailed alignment of the NOL was unavailable as yet, he said Members could rest assured that the MTRCL would put every effort in facilitating passenger interchange and made reference to the existing interchange arrangements.

17. Mr Franco CHEUNG was concerned that the existing public transport services would be affected upon the commissioning of the NOL. For instance, passengers who would like to go to Tsuen Wan West from Sheung Shui could take the train to go to Kam Sheung Road Station via Kwu Tung Station and then go to Tsuen Wan West by the WRL. He wondered if the TD would lower the frequency of Bus Route 278X or other bus routes going to the New Territories West via Tai Lam Tunnel. He was concerned that upon the commissioning of the NOL, bus services of North District would be curtailed like those of Southern District and point-to-point bus services would be reduced. As such, residents would be compelled to change their travel pattern and rely on the railway service.

Although it was too early to discuss this issue at this stage, he would still like to voice his concern.

18. Mr LAW Ting-tak put forward the following questions and comments:

- (a) He previously learned at a meeting of the Committee on Land Development, Housing and Works that construction works of the public housing in Kwu Tung North Area 19 would commence from 2022 to 2024. It was estimated that a new population of some 20 000 would move into the area. In addition, residents would begin to move to Queen's Hill at the end of this year. The MTRCL had also been replacing the existing 12-car trains of the ERL with 9-car trains since the beginning of this year. He asked if communication pertaining to the aforesaid developments had been carried out;
- (b) Phase 1 of the NOL would be completed by 2027 and Phase 2 would be completed by 2034. There was an interval of seven years. He asked the MTRCL or the HyD if other measures had been contemplated to divert the additional passenger flow during this interval other than relying on Tuen Ma Line; and
- (c) As far as financial consideration was concerned, the huge expenditure of the NOL had been criticised by Legislative Councillors. The cost of the project was \$58.5 billion, i.e. \$6 billion for 1 km. According to his knowledge, the cost of the works was shared by the Government, the MTRCL and associated proceeds. He asked if the future development of the NOL would be similar to that of the WRL and various topside properties would be developed at railway stations.

19. With regard to the development projects along the NOL, Mr Humphrey YEUNG said that the HyD had all along been maintaining a close liaison with the departments concerned and had been complementing each other. The implementation schedule of the NOL was only tentative. The HyD would request the MTRCL to speed up the implementation of the project during the stage of detailed planning and design. Moreover, the HyD and the MTRCL were currently discussing the initial estimated cost projected in the proposal and would commission an independent consultant to audit the difference between the estimated budget and the capital of the

project.

20. Mr Henry MAN said that the “ownership approach” would be adopted for the NOL project. The MTRCL would own this section of the railway and be responsible for the financing, design, construction, operation and repair and maintenance works of the project. When the MTRCL carried out the detailed planning and design, it would thoroughly and prudently scrutinise the cost of construction and operation with the Government and the independent consultant.

21. Mr FUNG Wai-chung said that the commissioning of Phase 1 of Tuen Ma Line in February 2020 had successfully diverted passenger flow of the ERL, and had eased the crowdedness of the section between Tai Wai Station and Kowloon Tong Station. The MTRCL anticipated that the effect of diversion would be more remarkable after Tuen Ma Line was in operation later this year. In the long run, the ERL would be extended across the harbour with the support of the new signalling system and the operation of new trains. According to the system design, the MTRCL would be able to enhance its service frequency according to the distribution of the patronage and the changes therein along the line. The current service frequency would be adjusted according to the changes in the patronage where necessary. He believed that the effect of diversion would be apparent upon full operation of Tuen Ma Line. After the 9-car trains were in full operation, passengers would be reminded to allow adequate time to travel. Adequate arrangements would also be made to facilitate passengers to board and alight the trains and interchange.

22. Mr Humphrey YEUNG added that the costs of Phase 1 and Phase 2 of the NOL were \$3.5 billion and \$58.5 billion respectively. The estimated costs covered the construction of civil structure, the conduct of the electrical and mechanical works, the installation of building services, the installation of the signalling and control system, the acquisition of new trains, planning and ground investigation, testing and reservation of funds for emergency purposes. As Kwu Tung Station would be located above the Lok Ma Chau Spur Line which was currently in commission, construction problems would have to be overcome. As environmental and ecological issues had to be addressed in Phase 2 of the main line of the NOL, the cost of the project would surge. The Government would commission an independent consultant to examine the estimated construction cost proposed by the MTRCL and to endeavour to reduce the cost with a view to ensuring a reasonable construction cost. As per the

financing of the NOL, the Government would discuss with the MTRCL during the stage of detailed planning and design. As per topside properties at stations, the Government would consider the use of the stations and surrounding areas according to the prevalent land policy.

23. Mr LAW Ting-tak further enquired of the departments about their coordination and asked if more details or information on the way forward could be released. He said seven years were not a short period and the MTRCL should have acquired the data on the number of trains the existing signalling system was capable of managing. Given that train capacity was limited, if assessment revealed that the existing train service was incapable of handling additional passengers in the future, other means of transport should be employed. As the authority of the TD was limited, problems involving structural issues of public transport services under previous discussion by Members could not be resolved. However, the NOL was a major project and the bureau should have considered viable solutions because the problem could not be addressed merely by “collaboration” among departments. He said that the implementation of the NOL project was supposed to cope with the demand for residential development. He said that it was estimated that there would be an addition of 30 000 people and 20 000 people residing at Queen’s Hill and Kwu Tung North Area 19 respectively. The population of Fanling North was also on the rise. However, the ancillary transport services were inadequate. He continued that the NOL should not only meet the demand of residents along the NOL but also accommodate the additional passenger flow brought about by other residential development projects. As such, he hoped that the Government could put forth more specific and detailed measures and the problem should not be addressed merely by “collaboration” among departments.

24. Mr CHAN Wai-tat was not satisfied with the reply of the MTRCL on the diversion of passenger flow. He said that the North South Corridor and the East West Corridor run by the MTRCL only alleviated the pressure of Kwun Tong Line and Tsuen Wan Line Hong Kong Island-bound. However, residents of New Territories East still used the ERL to travel to Hong Kong Island. As the population of the New Territories East kept growing, diversion could not be achieved. Besides, the MTRCL did not enhance the frequency of train services upon the replacement of 12-car trains by 9-car trains. Train compartments were extremely crowded in the morning and many complaints had been received. He opined that the works of Phase 2 should commence earlier and should be carried out concurrently with the works of Phase 1 so that genuine diversion could be

achieved. For instance, residents of North District could choose to go to Kwai Tsing District from Yuen Long. The MTRCL had indicated that the carrying capacity of the ERL would only increase by one to two cars of passengers per hour upon the replacement of 12-car trains by 9-car trains. He therefore believed that the demand brought about by the new population of Kwu Tung North could not be accommodated regardless of the enhancement of service frequency of the ERL.

25. The Chairman added that the TD, the HyD and the MTRCL should work out the future traffic arrangements. So far, he had only been informed by the MTRCL that passenger flow would be diverted. However, he was very sceptical and concerned about the effectiveness of the diversion of train services as mentioned by Mr CHAN Wai-tat. If diversion was ineffective, he wondered whether there were other measures to alleviate the traffic problems thereof in the future.

26. Mr Humphrey YEUNG said that the HyD and the MTRCL would discuss how the works of Phase 2 of the NOL could be speeded up.

27. Mr Henry MAN said that the NOL project would soon proceed to the stage of detailed planning and design. He gave his word that the MTRCL would study the latest planning data and examine the travel patterns of passengers and the patronage of the ERL. He noted Members' concerns over the patronage of the ERL from 2027 to 2034. He would examine the issue with the design team. Furthermore, the MTRCL would adopt various measures to cope with the patronage according to the demand of passengers as far as train services were concerned. For example, special departures would be arranged and platform assistants would be assigned to maintain order on platforms. As per the arrangement for replacing 12-car trains with 9-car trains for the ERL, Members could later explore this issue in depth under item 9.

28. Mr William WONG said that the TD had noted Members' concerns over the patronage of the ERL and the NOL and their views on the diversion effect of Tuen Ma Line. He would relay Members' comments to the Bus and Railway Branch of the TD so that the department and the MTRCL would pay heed to the data and closely monitor the traffic conditions.

29. Mr Humphrey YEUNG added that the NOL was at the stage of detailed planning and design. The MTRCL was required to carry out

ground investigation and environment impact assessments. Some statutory procedures pertaining to the project would be performed in due course. The HyD and the MTRCL would deliberate on the project and launch it expeditiously.

30. The Chairman concluded that Members eagerly looked forward to the implementation of the NOL project. However, the replies of the departments failed to address the problems posed by the project to North District at this briefing session. He requested the TD and the HyD to study fallback options by, for instance, discussing with the bus operators and address Members' concerns in the next briefing session of the project. Besides, the HyD should make a response at the briefing to whether the works of the project should be speeded up.

TD  
HyD

**Item 3 - PWP Item No. 7747CL – Advance Site Formation and Engineering Infrastructure Works at Kwu Tung North New Development Area and Fanling North New Development Area, (Contract No. ND/2019/05 - Fanling North New Development Area, Phase 1: Fanling Bypass Eastern Section (Shung Him Tong to Kau Lung Hang)) Temporary Traffic Arrangement at Fanling Highway Southbound (Between Avon Park and Kiu Tau Road)**

(Paper No. 2/2021)

31. The Chairman welcomed Mr Sam TAM, Senior Engineer/13(N) of the Civil Engineering and Development Department (“CEDD”), Mr KONG Tung-ming, Traffic Consultants Director of Nolan Consultants Limited, Mr Simon CHEUNG, Senior Resident Engineer of AECOM Asia Company Limited, Mr Jack CHU, Deputy Site Agent, and Mr Raymond WONG, Traffic Manager of CRCC – Paul Y. Joint Venture, to the meeting.

32. Mr Sam TAM and Mr KONG Tung-ming presented Paper No. 2/2021 with the aid of PowerPoint slides, which were attached at Annex II.

33. Mr Franco CHEUNG said that he appreciated the necessity of the development of Fanling Bypass and the closure of some road sections to facilitate the works concerned. However, he questioned if the arrangement was the only option. As some residents were concerned that the

arrangement would cause traffic congestion, he suggested that the fast lane northbound be closed instead even though this measure was not the best option. He said that the site of the works was located at Exits 7B and 7C of Fanling Highway. Exit 7B (leading to Wo Hop Shek and Wah Ming) was situated in the slow lane and no major problems were perceived. Congestion frequently occurred at this location mainly because motorists swiftly changed from the fast lane or middle lane to Exit 7C and a bottleneck was formed. As one lane would be closed during the works, he suggested that double white lines be marked along the slow lane near Kau Lung Hang. As such, motorists heading for Exits 7B and 7C would be compelled to change to the slow lane earlier and the middle lane would be designated only for access to Yuen Long. He agreed that the proposed arrangement on road closure had its merits because most of the bus routes operating via Jockey Club Road would not be affected. However, if the bottleneck was moved towards the front end of the road under the footbridge of Avon Park and three lanes would become two lanes at this road section, traffic congestion would probably occur. When Fanling Highway previously underwent expansion works, there were road closures at nearby locations. Besides, at that time a car turning to Fanling Highway northbound from Jockey Club Road had to pass through the “elbow-like” slip road which had currently been closed. When vehicular flows merged at the bottleneck, congestion was extremely severe. He suggested that three lanes be changed to two lanes and speed limit be reduced from 100 km per hour to 70 km per hour under the Temporary Traffic Arrangements (“TTAs”). The traffic condition would probably be better than the condition during expansion works of Fanling Highway. Nevertheless, in the event that a traffic accident took place during the implementation of the TTAs, queues of stationary vehicles would probably extend to Kai Leng Roundabout and cause a traffic gridlock. He therefore opined that if closure of the southbound lane was not a necessity, a choice would be made between the two options. In other words, the department could choose between traffic congestion along Fanling Highway Kowloon bound during morning peak hours or traffic congestion towards Fanling Highway North District bound during evening peak hours. If the implementation of the proposal was necessary, he would support it and hoped that the traffic arrangements could complement the works.

34. Mr Warwick WAN expressed his concerns and worry over this works project. However, as the entire project was necessary and had been formulated for a long time, he asked if improvement measures generating less impact on the works could be carried out. He opined that motorists

were at a loss during many previous road improvement projects, causing confusion and jams. In the past, vehicles were required to turn right from Jockey Club Road to Fanling Highway southbound during road works. As motorists were not accustomed to the new traffic arrangement, traffic accidents were likely to take place. He therefore suggested that a LED monitor be set up ahead at Kai Leng Roundabout during the works period to remind motorists to slow down so that motorists could get adapted for the speed change in advance. He requested the Traffic Division of the HKPF and the TD to divert the traffic flow at locations such as the gas station, the public transport interchanges and the road section of Jockey Club Road Lung Shan Tunnel-bound and to improve the road design with a view to minimising the impact of the TTAs.

35. The Chairman agreed with Mr Franco CHEUNG. Remarking that residents who had to travel to Kowloon to work were very concerned about the traffic during morning peak hours, he asked if closure of the fast lane northbound was feasible. Furthermore, he asked if this project posed any impact on the northbound bus-bus interchange (“BBI”) proposed by Members.

36. Mr Sam TAM made a consolidated reply to Members’ questions and comments as follows:

- (a) The southbound lane was closed based on the experiences acquired from the widening works of Fanling Highway. As only two lanes had been in use, vehicles would still need to pass through the “elbow-like” slip road when going to Fanling Highway from Jockey Club Road. As such, traffic jams might occur. However, the “elbow-like” slip road had been closed three months ago and vehicles directly turned right to Fanling Highway southbound from Jockey Club Road. The situation of merging the traffic flow of Jockey Club Road with that of Fanling Highway had significantly improved. As per vehicular flow, vehicles previously going to Kowloon via Sha Tau Kok Road had switched to use Lung Shan Tunnel upon the commissioning of the tunnel and would not pass through the location which had been closed, causing a remarkable reduction of the vehicular flow. The traffic consultant had also assigned staff members to count the number of cars at the location and collect data. Moreover, in view of the actual location of the bridge pier and the movement of the machines, the closure of the northbound lane would extend the

works period and Fanling Highway would be affected for a longer time. Consequently, works could hardly be completed on schedule. The CEDD therefore decided that the southbound lane would be closed to speed up the works and minimise the impact on the public; and

- (b) The CEDD had discussed with the HKPF and the TD. Appropriate warning including public notification released by the Police and the provision of warning signs would be given prior to the implementation of traffic diversion. The CEDD would further discuss with the Traffic Branch of the HKPF about the provision of an LED display panel through the Traffic Management Liaison Group. As the traffic consultant had many discussions over the TTAs with the Police, he asked Mr KONG Tung-ming to make a supplement.

37. Mr KONG Tung-ming added that according to the data of traffic investigation, the feasibility of closing the northbound lane was low and such closure would be fraught with great difficulty. Moreover, the contractor would provide additional mobile variable message signs to alert motorists for the TTAs in advance.

(Post-meeting note: The CEDD said that the works of the project would be implemented from the first quarter of 2021 to the third quarter of 2023 and would not pose any impact on the northbound BBI which was currently under study. Nevertheless, the CEDD would keep a close watch on the development of the northbound BBI and the implementation schedule.)

38. Mr Vincent CHAN put forward the following questions on the speed limit:

- (a) The vehicular traffic flow at the site of the works was high. Information showed that the speed limit of vehicles had reduced from 80 km/hour to 70 km/hour during the period of time when the works at Fanling Highway was underway in 2018. He enquired about the criteria for the revision of the speed limit;
- (b) He asked the Police to provide figures of traffic accidents on this road section of Fanling Highway when the revised speed limit was in force from 2018 to October 2020 for Members' information;

and

- (c) He asked if the departments had reviewed the figures of traffic volume and traffic accidents on a regular basis upon enforcement of the speed limit with a view to revising the speed limit. He said that there were a large number of buses going to Kowloon during morning peak hours. He asked if there was any impact on the traffic after the revised speed limit was imposed.

39. Mr Franco CHEUNG would like the consultant to provide traffic figures on the northbound lane after the meeting to facilitate his discussion about road construction with the TD.

40. The Chairman requested the department or the representatives of the consultant to respond to the questions on the northbound BBI and invited the CEDD and the Police to answer Members' questions.

41. Mr Sam TAM made the following response:

- (a) The CEDD opined that vehicles driving at a high speed near the works site would imperil both people working on the works site and motorists. Besides, there was a bend along the road section of the works concerned. After the CEDD discussed with the HKPF and the TD and drew reference from previous experiences, it was decided that the speed limit would be reduced from 100 km/hour to 70 km/hour;
- (b) The CEDD had considered the correlation between speed and traffic flow. The reduction of speed from 100 km/hour to 70 km/hour had not posed a significant impact on the traffic flow. Driving time had only increased by half a minute to one minute; and
- (c) The speed limit for buses was 70 km/hour. As such, the reduction of speed limit along this road section did not pose significant impact on buses.

42. Mr KONG Tung-ming added the following points:

- (a) According to the Code of Practice for the Lighting, Signing and

Guarding of Road Works promulgated by the HyD, a greater safe distance had to be maintained and fenced off for road sections with a speed of 100 km/hour. In accordance with the aforesaid Code of Practice, a larger area had to be fenced off for the works at the bend of Fanling Highway. The impact on the workers of the site and road users would be greater. In view of all the above considerations, the speed limit was thus revised to 70 km/hour;

- (b) The consultant had monthly meetings with the TD and the HKPF to discuss the TTAs and review the traffic conditions upon road closure. Upon the commencement of the works, the consultant would keep a close watch on the traffic conditions and put forth improvement measures; and
- (c) He would reply Mr Franco CHEUNG by email after the meeting and provide the traffic figures as requested.

43. The Chairman asked if the Police could provide figures of traffic accidents that had occurred on the road section recently.

44. Mr TSUI Yick-fook replied that the Police was unable to provide figures of the traffic accidents that had occurred on the aforesaid road section in the period concerned. Furthermore, he believed that relevant departments would have regular meetings with the Road Management Office under the Traffic New Territories North Headquarters and the TTA concerned would be endorsed prior to the commencement of the works.

45. The Chairman made a conclusion. He asked the CEDD and the consultant to provide the traffic figures to the Committee as requested by Mr Franco CHEUNG after the meeting and requested the Police to provide figures of the traffic accidents that had occurred on the road section concerned after the meeting for Members' information.

CEDD

HKPF

(Post-meeting note: The CEDD said that according to the traffic survey conducted along Fanling Highway northbound in July 2020, the vehicular traffic flow was 3 342 vehicles and 3 984 vehicles during morning and evening peak hours respectively. Furthermore, in response of the CEDD's enquiry concerning the figures of the traffic accidents that had occurred on the aforesaid road section, the Police replied that such figures were not available.)

46. Mr TSUI Yick-fook suggested that the relevant departments should reach the Traffic New Territories North Headquarters to acquire the requested information at one go.

47. The Chairman asked the departments concerned to liaise among themselves and then provide all relevant information to the Committee upon consolidation.

**Item 4 - Bus Route Planning Programme 2021-2022 for North District**  
(Paper No. 17/2021)

**Item 5 - Proposal: To Provide Fare Concessions for Passengers of Bus Routes 261 Series and 276 Series Interchanging to “E” Routes**  
(Paper No. 11/2021)

**Item 6 - Proposal: To Skip Yuen Long for Both Bounds of Bus Route No. 261X and to Extend Bus Route No. 276C to Fanling and Provide Whole-day Service of the Route**  
(Paper No. 12/2021)

48. The Chairman welcomed Miss Rachel CHU, Senior Transport Officer/Bus (New Territories East) 1, and Mr Tom YUEN, Transport Officer/Bus (New Territories East) 1, of the TD to the meeting.

49. The Chairman indicated that as items 5 and 6 were related to the bus route planning programme (“BRPP”) of North District under item 4, he suggested that the items should be discussed together.

50. Miss Rachel CHU presented Paper No. 17/2021.

51. Mr CHAN Wai-tat presented Paper Nos. 11/2021 and 12/2021.

52. Mr CHAN Yuk-ming put forward the following comments:

- (a) As Route 261X would skip Yuen Long Town, Route 276C would be extended to set off from Fanling (Cheung Wah) in compensation. He said that Route 261X provided two trips during morning and evening peak hours daily. However, Route 276C only provided service from Monday to Friday upon

adjustment of bus services. As two operation days had been curtailed, he doubted whether the arrangement could be considered as a compensation measure; and

- (b) Being the district councillor of Cheung Wah constituency, he was pleased to see that Route 276C was extended to depart at Fanling (Cheung Wah). As the route operated via Castle Peak Road – Yuen Long and he believed that the route could serve a certain number of passengers, he supported Mr CHAN Wai-tat's proposal of requesting Route 276C to provide whole-day service at a frequency of 30 minutes or 60 minutes. Whole-day service should also be provided daily to facilitate residents to go to and from Fanling and Yuen Long.

53. Mr CHAN Wai-tat put forward the following comments:

- (a) His two proposals should have been discussed at the last meeting. However, as the meeting was postponed, they were tabled for discussion at this meeting. He thanked the TD for making similar proposals under the BRPP this year and welcomed the suggestions;
- (b) He reiterated his request for whole-day service of Route 276C. Route 76K plying between Fanling South and Yuen Long had been cancelled about a decade ago. Residents had been looking forward to a new route serving Yuen Long. He had submitted proposals at the District Council for the last term and this term requesting an additional bus route to ply between Fanling South and Yuen Long. As Route 276C would pass through Castle Peak Road – Yuen Long, he was confident that the route would be well patronised. The TD and the KMB should consider turning Route 276C to a whole-day route; and
- (c) He opined that enhancement of frequency of Route 270B was tardy. Route 270B was very popular among residents upon the provision of whole-day service. The route was well patronised in the afternoon of both weekdays and weekends. However, the bus route operated at a frequency of around 28 minutes. Some passengers switched to use other means of transport due to the long waiting time. He therefore hoped that the proposal could promptly be implemented. He was concerned that the patronage would drop if the enhancement of frequency was not put into

effect.

54. Mr CHEUNG Chun-wai welcomed the arrangement of diverting Route 274 to operate via the Hong Kong Science and Technology Parks Corporation (“HKSTP”) to facilitate residents to go to work. However, this route only had two outbound departures during morning peak hours. He suggested that return trips during evening peak hours be provided to facilitate people travelling back to North District.

55. Mr CHOW Kam-ho put forward the following comments and suggestions:

- (a) He suggested that the terminus of Route 276C should be relocated to Luen Wo Hui. He proposed diverting the route to operate via Cheung Wah and then return to its original route. He agreed that the route could run in a low frequency but it was necessary for the route to provide whole-day service; and
- (b) He criticised Route 279B for only providing one outbound trip in the morning and opined that the proposed service was inadequate. He said that when introducing a new route, a low patronage was expected if only one trip was provided. It would provide an excuse for not increasing the service frequency in the future and a vicious circle would be formed. He proposed that all new routes should provide whole-day service even though they would run in a low frequency as it would still be better than providing services during rush hours.

56. Mr CHIANG Man-ching put forward the following comments and suggestions:

- (a) He welcomed Route 279B to operate via Tsui Lai Garden (Jockey Club Road and Lung Sum Avenue). He concurred with Mr CHOW Kam-ho that the proposed service was inadequate as there was only one trip which departed at 8 a.m. He hoped that the route could provide whole-day service with a higher frequency. If only one trip could be operated in the morning owing to limited resources, he suggested that it should depart earlier (e.g. at 7 a.m.) to facilitate passengers to go to work. The TD and the KMB would probably consider that the bus would be full if it set off at 7 a.m., but this would be another problem. He also suggested that

the service frequency should be enhanced by providing four to five trips a day so that comprehensive service could be provided; otherwise, the service would exist in name only; and

- (b) Although Route 673 was not included in the BRPP for this year, he suggested that this route should operate via Sheung Shui Wai and Tsui Lai Garden before going to Tin Ming House of Tin Ping Estate. Moreover, he also suggested Route 673P offering whole-day service to facilitate passengers of Sheung Shui Wai and Tsui Lai Garden to take buses at bus stops nearby to travel to Hong Kong Island.

57. Mr CHAN Wai-tat said that the Committee had been requesting for the improvement of overnight bus services for North District by ways such as providing overnight service of Route 277, extending the service hours of Route 270S and diverting Route N373 to operate via Causeway Bay. However, there was no progress under the BRPP this year. He believed that the demand for overnight bus services was relatively small over the past two years due to the epidemic. Remarking that the TD had planned to increase the frequency of Route 270B in the fourth quarter of 2022, he believed that the TD could also devise long-term plans for overnight outbound bus trips departing from North District. He continued that the BRPP this year only included proposals concerning the provision of overnight bus services within North District and there was an absence of proposals concerning the provision of overnight outbound bus trips departing from North District.

58. Mr KWOK Long-fung was pleased that the KMB operated a new Route 279B going to Kwai Hing via Tai Lam Tunnel Interchange when the epidemic was still severe. He believed that residents of Sheung Shui and passengers using Tai Lam Tunnel Interchange would welcome the new route. He hoped that the KMB could provide speedier and more diversified routes between Sheung Shui and Tai Lam Tunnel Interchange.

59. Mr Warwick WAN put forward the following comments and questions:

- (a) He was dissatisfied that the TD would only increase the frequency of Route 978B according to the patronage. He said that he had repeatedly requested to enhance the service frequency at meetings of the NDC and the Committee and had also put forward his

request to the TD, but to no avail to date. He said that a lot of passengers lined up at Ka Fuk Estate and the demand for the route was huge. He was therefore discontented that the TD insisted in “increasing the frequency according to passenger demand”. He suggested that the TD should conduct a site visit to check on the conditions. He criticised the TD for failing to increase the frequency of Route 978 to alleviate the passenger flow. He opined that passengers going to work had a greater demand for bus service than passengers who were off from work because the former had a greater demand for seats;

- (b) Since the introduction of Route 274 in 2018, he had suggested that return trips be arranged during evening peak hours to facilitate residents to go back to North District. He hoped that the TD would consider his suggestion. Besides, he agreed to the diversion of the route to operate via the HKSTP;
- (c) Noting that Route 277A currently provided one outbound trip in the morning, he requested for a higher service frequency and the provision of return trips;
- (d) He said that the fare of Route N78 was high and asked if it could be reduced; and
- (e) He asked if Route N79 could provide overnight service and operate via Liantang Port to cater for the need of residents of North District.

60. The Chairman put forward the following questions, comments and suggestions:

- (a) He was dissatisfied that the frequency of Route 270B would not be increased until 2022. He opined that as only one additional trip was proposed, he believed that the KMB had sufficient resources to implement the proposal earlier;
- (b) As Route 261X shared the bus resources with Route 261, he was concerned that an increase in the frequency of Route 261X would affect the existing service of Route 261. He wondered if

additional resources could be deployed;

- (c) According to the current proposal, four trips would be provided during morning and evening rush hours respectively for Routes 261X and 276C. He opined that the service was inadequate and the two routes, Route 276C in particular, should provide whole-day service;
- (d) There were residents who relayed to him that Ching Hiu Road was congested in the morning. If Route 276C was diverted to operate via Ching Hiu Road, he was concerned that the journey time of the outbound trip would be affected. He urged the KMB to carefully consider if the route was appropriate;
- (e) He agreed with Mr CHOW Kam-ho. He suggested that the terminus of Route 276C be relocated to Luen Wo Hui because Luen Wo Hui had a larger area to accommodate the bus terminus whereas the bus terminus at Cheung Wah was currently very congested. He proposed that a suitable location in Luen Wo Hui be identified and the relocation would achieve an overall improvement;
- (f) He was discontented that Route 279B only provided one trip and the trip would only depart at 8 a.m. He could not comprehend why the departure time was set at 8 a.m. because the time was too late for passengers who were going to work, thus rendering this route less appealing. He proposed that an earlier departure time be arranged or at least four trips be provided both in the morning and in the afternoon or even whole-day service be provided. Furthermore, he asked if the allocation of resources for Route 279 series would be affected and was concerned that the existing service of Route 279A would be impaired;
- (g) He suggested retaining the only trip of Route N42P. He remarked that the patronage of this route was small at this stage. As such, he opined that the TD should consider whether this route should be retained after normal service was resumed; and
- (h) The frequency of Route 261X during evening peak hours would be reduced from every 30 minutes to every 45 minutes, which caused doubts among passengers. He enquired about the justification for

the revision.

61. Miss Rachel CHU made a consolidated reply to the questions, comments and suggestions of Members as follows:

- (a) The TD noted Members' views on upgrading Routes 276C and 279B to whole-day routes and those on the provision of return trips for Route 274. The TD would keep an eye on the passenger demand and the patronage upon consultation with the district councils concerned and the implementation of the proposal. Members' proposals would then be considered;
- (b) The TD was aware of the passenger demand for bus services running to Kwai Tsing District from North District and Route 279B was therefore proposed. After the TD collected Members' views, it would discuss the frequency and the service hours of this route with the KMB;
- (c) The TD noted Members' comments on overnight outbound bus trips departing from North District, including diverting Route N373 to operate via Causeway Bay, extending the service hours of Route 270S and introducing Route N79. However, she hoped that Members would understand the variety of factors to be taken into account when formulating plans for providing overnight transport services. For instance, the TD would take into account the demand of passengers, the question of whether the existing public transport services were able to cope with the passenger demand, the cost-effectiveness of the proposed services and the question of whether the proposed services would overlap with public transport services. The demand for public transport service was relatively small in the early hours. Franchised bus companies were unable to provide point-to-point services for various districts or residential estates as far as resources and operation were concerned. The TD noted Members' views and would review their suggestions according to the passenger demand in the future;
- (d) Route 673P had provided five trips in the morning for residents in the vicinity of Tsui Lai Garden since September 2019. The TD noted Members' views on the request for making the same arrangement for Route 673 series or upgrading Route 673P to a

whole-day route. The TD would continue to keep an eye on the demand of passengers; and

- (e) Noticing that there was an enormous passenger demand for bus services travelling from North District and Hong Kong Island, the TD proposed enhancing the frequency of Route 978B. The TD would continue to keep a close watch on the patronage of this route and the implementation date would be subject to the patronage and demand. The en-route stops of Route 978B were the same as some stops of Routes 978 and 978A. As such, enhancing the frequency of Route 978B would make it easier for passengers to board the buses at subsequent stops of the aforesaid routes.

(Ms CHAN Yuet-ming left the meeting at this juncture.)

62. Mr CHAN Chung-yi made a consolidated reply to the questions, comments and suggestions of Members as follows:

- (a) As the terminus of Route 261X would be relocated to So Kwun Wat, its service hours would start earlier. The time of arrival at Tuen Mun Town Centre would be similar to the current arrival time with a view to minimising the impact on existing passengers;
- (b) As per the issues concerning the upgrade of Route 276C to a whole-day route and the enhancement of the frequency of Route 261X, the patronage of Route 261X during weekends was apparently smaller than that on the weekdays as indicated by the latest figures. If this route no longer operated via Yuen Long, Route 276C would fill the service gap. It was believed that the route could cater for the needs of most of the passengers who had been taking the route to travel from Sheung Shui to Yuen Long. The KMB therefore proposed that Route 276C should provide service only on weekdays;
- (c) As regards the alignment of Route 276C, the route operated via Ching Hiu Road because of the existing routing of Route 261X. The KMB noted Members' views on the relocation of the terminus of Route 276C to Luen Wo Hui and would study their comments after the meeting;

- (d) At present, Route 270B ran every 30 minutes at night. The KMB had increased the frequency to every 20 minutes at night to cater for the passenger demand prior to the outbreak of the epidemic. However, the epidemic entailed a sharp fall in the number of passengers. The frequency was thus revised to every 30 minutes. If the patronage increased at night as the epidemic subsided, the KMB and the TD would study again if the frequency could be increased to every 20 minutes. Besides, the KMB would deploy additional buses for Route 270B earlier based on the patronage where necessary;
- (e) As regards the return trip of Route 274, the KMB noted Members' comments and would study them. The KMB had reserved resources to enhance the frequency of this route. The KMB would further examine how to utilise the resources to provide return trips;
- (f) The KMB had planned to arrange Route 673 to operate via Tsui Lai Garden under the previous BRPP and the study concerned was currently underway. Additional time would be required if the bus had to operate via Tsui Lai Garden. The KMB needed to assess whether existing resources were adequate or resources had to be deployed for the relevant arrangement. The KMB would discuss with the TD in due course and hoped that the arrangement could be implemented as soon as possible;
- (g) Being a public bus operator regulated by the TD, the KMB was required to enhance the frequency of its service according to the guidelines of the TD. The KMB was aware of the passenger demand of Route 978B and therefore enhanced the frequency of this route;
- (h) The KMB had planned to provide return trips for Route 277A under the previous BRPP and would make arrangement depending on the patronage;
- (i) Being a public bus operator regulated by the TD, the KMB was required to fix fares according to the Fare Table for KMB Bus

Routes and would further study the appropriate fare level;

- (j) As per overnight outbound bus trips departing from North District, the KMB was currently discussing with the TD about advancing the departure time of the first trip and extending the service hours of Route 277X. If the passenger demand was high, the KMB would study the provision of overnight bus services plying between Sheung Shui and Kowloon East; and
- (k) As for the cancellation of Route N42P, the figures submitted by the KMB to the TD showed that the demand for Route N42P prior to the epidemic was small and the route could be replaced with Route N42A. The KMB decided upon deliberation to make the aforesaid arrangement to minimise the effect on its passengers.

63. Mr CHAN Yuk-ming said that Route 276C only provided service during rush hours on weekdays and this route aimed to serve commuters. However, Members currently proposed turning Route 276C to a whole-day route so that residents of Fanling could go shopping in Yuen Long during non-peak hours. The route was positioned differently in the proposal when compared to the existing policy. He questioned how the TD and the KMB assessed the passenger demand of this route when no service was provided during non-peak hours at present. He suggested that a trial be carried out. For instance, the route could provide whole-day service at a frequency of every hour. If the patronage was small, the frequency could be reduced and residents would be unable to rebut them by that time.

64. The Chairman put forward the following views:

- (a) He concurred with Mr CHAN Yuk-ming. As it was difficult to link Fanling and Yuen Long by existing transport services, residents had been looking forward to the extension of Route 276C to Fanling for a long time. While he appreciated the TD and the KMB for operating Route 276C during peak hours on weekdays, he hoped that more services could be provided. In the event that a bus route plying between Fanling and Yuen Long was provided in the future, he believed that the TD and the KMB would find out that the passenger demand would not be low upon evaluation. The situation was similar to the case where the TD and the KMB introduced Route 261X as they noticed that there was no bus

service linking Fanling and Tuen Mun;

- (b) He was discontented that the frequency of Route 270B would not be enhanced until the fourth quarter of 2022. It was March 2021 at present. He believed that the frequency could be enhanced this year. While he understood the concerns of the TD and the KMB over the low patronage during the epidemic, he remarked that the request had been made prior to the outbreak of the epidemic. As the patronage was currently on the rise, he was discontented with the dilatory approach of the TD and the KMB; and
- (c) Members had repeatedly mentioned the problems concerning the frequency of various routes. However, the TD and the KMB stressed that the actual conditions should be taken into account. He opined that the BRPP for this year was not up to the standard as a whole. Although the BRPP had responded to Members' views, the TD and the KMB postponed the implementation or refused to implement most of the proposed arrangements. The BRPP should be revised again.

65. Mr CHAN Wai-tat put forward the following comments:

- (a) He took Route 270B at noon on 5 March (Friday). The bus had a patronage of 50%. He therefore opined that it was necessary to enhance the frequency of the route to cater for the demand of its passengers; and
- (b) Noting that the trips of Route 261X departed from So Kwun Wat at 6:15 p.m. and 6:45 p.m. before, he enquired why the service hours were revised to 5:45 p.m. and 6:30 p.m. respectively. He asked why the first trip was departed 30 minutes earlier.

66. Miss Rachel CHU said that the TD noted Members' views. The TD and the KMB would further study the enhancement of the frequency of Route 270B. The TD also noted Members' comments on Route 276C and would further study the comments with the KMB in due course.

67. Mr CHAN Chung-yi made the following reply:

- (a) As mentioned by the TD, the KMB would increase the frequency

of Route 270B earlier based on the passenger demand;

- (b) The current departure time of Route 261X was relatively late and the route would be extended by departing from So Kwun Wat instead. The KMB was of the view that the route could start its trips earlier to cope with the passenger demand during the peak hours when people got off work;
- (c) Noting that Route 276C only provided one trip in the morning, the KMB had deployed additional resources to enhance the service of the route by providing four round trips during morning and afternoon peak hours respectively. The KMB solicited support of Members for this proposal and would closely monitor the passenger demand. Where necessary, additional resources would be deployed in phases so that the route could be gradually upgraded to a whole-day route; and
- (d) The frequency of Route 279A during peak hours was taken into consideration when formulating the schedule of Route 279B. Therefore, Route 279B would depart at 8 a.m. and it would take less than an hour to travel to the industrial areas in the vicinity of Kwai Hing, thus facilitating passengers working there. As additional resources were deployed to operate Route 279B, the resources deployed to Route 279A would remain unchanged. As per the issue of increasing the frequency of Route 279B, as the existing routing of Route 279A overlapped with that of Route 279X after operating via Tai Lam Tunnel, the KMB had conducted studies and would consider deploying the resources of Route 279A to Route 279B so as to enhance its frequency. At that time, passengers could choose to interchange with Route 279X to travel to Tsing Yi or interchange with Route 279B to travel to Kwai Hing at Tai Lam Tunnel. As such, more choices would be available for the members of the public. The KMB would further study the comments of Members.

68. Mr CHIANG Man-ching said that the journey time of Route 673 to go from Sheung Shui MTR Station to Tin Ming House of Tin Ping Estate was five minutes. If the route was operated via Shek Wu Hui Post Office, Sheung Shui Wai, Tsui Lai Garden and North District Sports Ground, the journey time would be increased to nine minutes. While he opined that the stops at Sheung Shui Wai and Tsui Lai Garden should be the key priority,

the stops at Shek Wu Hui Post Office and Sheung Shui Wai could be skipped. It was hoped that the new journey time could be shortened for about three to four minutes. Moreover, he opined that arranging one trip for every two or three trips to serve the aforesaid locations was also acceptable as long as whole-day service could be provided. He asked the TD and the KMB to consider his suggestion.

69. Mr CHOW Kam-ho put forward the following comments:

- (a) He agreed to optimise the use of Tai Lam Tunnel Interchange in principle as long as the routing could cope with the demand of passengers going to the New Territories West from Luen Wo Hui; and
- (b) He concurred with Mr CHAN Yuk-ming. When a new bus route was launched, the service should not only be focused on morning and afternoon peak hours because new passengers could not be absorbed. Many residents could not enjoy the service if the bus route only operated during the peak hours on weekdays. From a financial perspective, the bus operator would incur losses. He hoped that the KMB would take this into account when it discussed development of bus routes with the TD in the future.

70. Mr Franco CHEUNG agreed that resources of Route 279A could be deployed for Route 279B because Tai Lam Tunnel Interchange would be better utilised and the frequency of Route 279B could possibly be increased. Although residents of Luen Wo Hui and Sheung Shui North could probably be affected and views of the district councillor of the constituency concerned should be sought, he basically agreed with the aforesaid arrangement because there would be three routes plying between North District and “Kwai Tsing Tsuen” (i.e. Tsuen Wan and Kwai Tsing District). The interchange at Tai Lam Tunnel or Shing Mun Tunnel could also be used to travel to Fanling or Sheung Shui. In addition, he proposed that Route 279B be extended to Kwai Fong.

71. The Chairman put forward the following comments:

- (a) He opined that it was necessary to start the service of Route 279B earlier;

- (b) He agreed with Mr Franco CHEUNG to extend Route 279B to Kwai Fong; and
- (c) He said that the Committee agreed with some of the proposals under the BRPP for this year and they had no comments. These proposals should be implemented on schedule. Members had comments on some proposals. For instance, they requested for turning Route 276C into a whole-day route and enhancing the frequency of Route 279B. He asked the TD and the KMB to further study and respond to Members' comments after the meeting.

72. Mr CHAN Wai-tat thanked the Chairman for his suggestion. He said Members' views expressed in the discussion of the BRPP at meetings had not been accepted for years. If the TD submitted the BRPP to the Committee, it should take heed of Members' opinions and revisions should be made accordingly. Otherwise, it would only be a mere formality if the TD only stuck to the original plans without accepting Members' views upon attending the meetings every year. The consultation role of the Committee would also be undermined. He hoped that the TD and the KMB would take into consideration and respond to Members' comments this year.

73. Miss Rachel CHU thanked Members for their comments. The department noted Members' views on the BRPP for North District. The TD would consult all the district councils concerned in addition to the NDC. After collating all the opinions, the TD would consolidate the comments and study revision details and implement the proposals. The TD and the KMB would further study the views on Routes 279B and 276C.

74. Mr CHAN Chung-yi made the following responses:

- (a) Regarding the proposal of diverting Route 673 to operate via Tsui Lai Garden, it had been endorsed under the previous BRPP. If the routing had to be revised, the views of the Committee should be sought. The KMB would further discuss with the TD and Members after the meeting;

- (b) Route 279B would operate via Tsuen Wan Road, Hing Fong Road, Kwai Chung Sports Ground and Kwai Fong and terminate at Kwai Hing Terminus. As there were currently no buses running this route, the KMB believed that the route would have a certain level of patronage. The KMB would discuss with the TD about the frequency of this route and make improvements;
- (c) The KMB would further discuss with the TD about Members' comments on Route 276C and study the feasibility as far as deployment of resources was concerned; and
- (d) He thanked Members for their comments and the KMB had already noted their views.

75. The Chairman asked the TD and the KMB if they could discuss the comments in one month's time and notify the Committee of the result. He said some routes would be implemented in the third quarter of this year. Members were anxious about the arrangement and would like to make further improvements on the routes.

76. Miss Rachel CHU said that the BRPP involved various district councils. The TD was required to consult all the district councils concerned and then consolidate the comments collected.

77. The Chairman hoped that relevant information would be made available prior to the next meeting of the Committee.

**Item 7 - Proposal: To Expedite the Introduction of Bus Route No. E43 and Whole-day Service of the Route**  
(Paper No. 10/2021)

78. The Chairman presented Paper No. 10/2021. Then he indicated that the written reply of the TD and the Long Win Bus Company Limited ("LWB") had not directly responded to his suggestions.

79. Mr CHIANG Man-ching said it was difficult for residents of Tsui Lai Garden to take airport buses. As the district councillor of Fung Tsui

district, he strongly supported this proposal.

80. The Chairman said that the KMB would respond to Members' questions on behalf of the LWB.

81. Mr CHAN Chung-yi said that it had been proposed in the previous BRPP that trial trips of Route E43 be provided for six months. This proposed route would ply between Sheung Shui and Tung Chung via Tolo Highway and Tsing Sha Highway and would terminate at the airport. The bus company hoped that the proposal would promptly be implemented and the preparation was almost completed. The LWB hoped that after Route E43 had operated for three months, there would be concrete figures such as the journey time and the number of passengers interchanging for the airport backup area. At that time, the LWB could further examine how to improve the service of this route.

82. The Chairman put forward the following comments and questions:

- (a) The HyD was pleased to learn that Mr CHAN Yuk-ming would consult the residents on the lift retrofitting works at footbridge NF228 and he was welcome to relay their comments to the department at any time; and
- (b) If Members opined that there were problems involving the routing within North District upon the introduction of the route, he asked whether the TD was required to consult many relevant district councils again; and
- (c) Members had previously suggested that the airport "A" route should use Tuen Mun – Chek Lap Kok Tunnel Road ("TM-CLKTR"). Although there was concern over the suggestion, he opined that it was highly advisable for Route E43 to operate via this highway after taking into account the fare level and route planning. However, the TD and the LWB were of the view that the proposal was infeasible and held that Route E43 did not need to take a detour to operate via the airport backup area. He asked the TD and the bus company if it was feasible for Route E43 to operate via TM-CLKTR.

83. Mr Franco CHEUNG questioned if the TD and the LWB would like to introduce Route E43. He said that residents undoubtedly looked

forward to the introduction of more bus routes that would travel to the airport. He proposed that other bus operators such as the Citybus Limited (“Citybus”) could operate this route and terminate the route at Tsui Lai Garden.

84. Mr CHAN Wai-tat said that Route E43 had been discussed for years. The Committee of the last term conducted a site visit at Tung Chung to study the location of the terminus for this route. At that time, the LWB opined that if a detour was taken to operate via the airport backup area, the route would be longer and the driving time would be extended, thus exerting more pressure on the bus captains. It was therefore more appropriate for the route to terminate at Tung Chung. He once took Route E33 to go to the airport from Tuen Mun upon the commissioning of TM-CLKTR and opined that the journey time was shorter than that of operating via Lantau Link. If a quick and convenient route was available prior to the introduction of Route E43, he suggested that Route E43 should not be introduced until the routing was enhanced with the diversion to the airport backup area. On the other hand, the original design of the routing was to operate via Tsing Yi. If Route E43 would operate via TM-CLKTR, bus routes plying between North District and Tsing Yi would be reduced. In this regard, it remained uncertain if Kwai Tsing District Council would agree to the aforesaid arrangements. At that time, the TD and the bus company would have to allocate additional resources to residents of Kwai Tsing District for compensation. He continued that the existing Route E43 could only choose to operate via Tai Lam Tunnel, TM-CLKTR or Lantau Link via Shatin. He held that TM-CLKTR was a good option as the cost would be low and the journey time would be short. He hoped that the TD and the LWB could complete the design of the routing and introduce the route this year.

85. Mr William WONG made a consolidated reply to Members’ question, views and suggestions:

- (a) It was proposed by the TD under the BRPP 2017-2018 that trial trips should be operated for Route E43 to ply between North District and Tung Chung for six months. Both the TD and the bus company hoped that the trial operation could be arranged as soon as possible;
- (b) As for the trial operation of Route E43, the TD had consulted other district councils such as Kwai Ching District Council, Tsuen Wan

District Council and Islands District Council in addition to the NDC before this proposal was formulated. In the event that there was any revision to the route, all stakeholders would be consulted again; and

- (c) The TD suggested that a trial operation of Route E43 be conducted first to assess the passenger demand, followed by the adjustment of the service of the route and its feasibility.

86. Mr CHAN Chung-yi said that the introduction of the proposed Route E43 had been endorsed under the previous BRPP. If Members would like to revise the route, other district councils concerned had to be consulted. The date of implementation of the route remained uncertain. With the commissioning of TM-CLKTR, the LWB had studied the diversion of airport “A” route and Route E43 to operate via TM-CLKTR and said that it was ready to study the routing of Route E43 again. The Committee would determine whether the trial operation of Route E43 or revision of the route should be carried out first.

87. Mr CHAN Wai-tat proposed that the LWB should conduct the trial operation of Route E43 and, at the same time, undertake to promptly conduct a study to come up with a new Route E43A according to the proposed route today. Furthermore, the TD and the LWB had previously said that there were insufficient parking spaces to accommodate buses of Route E43 in the airport backup area. He said if this route operated via TM-CLKTR, it would operate via the airport first and terminate at Tung Chung North. This route allowed the buses to go to the airport first and was different from the previous routes which operated via Lantau Link.

88. The Chairman put forward the following comments and questions:

- (a) He agreed with the proposal of Mr CHAN Wai-tat. In the addition to the original proposal, a trial operation of Route E43A could be conducted. Subsequently, a study could be carried out to assess if Route E43 or Route E43A was more popular among passengers;
- (b) The LWB had just mentioned that it intended to allow airport “A” route to operate via TM-CLKTR. The proposal was therefore feasible. He concurred with Mr Franco CHEUNG and said that the Citybus should be allowed to operate the route if the LWB was

not responsive to the proposal. He enquired of the Citybus about its views; and

- (c) He asked the TD whether it would be necessary to follow proper procedures by conducting the consultation again if trial trips of Route E43A would be provided in addition to the trips mentioned in the original proposal. He also asked the department whether it would take about two to three years to produce the outcome.

89. Mr William WONG sought clarification from the Committee. He asked if a trial operation for Route E43 under the original proposal would be carried out for six months and if a new bus route, which was currently known as Route E43A, would be studied under this proposal.

90. The Chairman clarified Mr CHAN Wai-tat's views. In Mr CHAN's opinion, the TD should confirm the introduction of Route E43A first instead of studying the route upon the trial operation of Route E43. He continued by asking if the TD could undertake to make the aforesaid arrangements.

91. Mr William WONG said that the TD and the bus company would like to conduct the trial operation of Route E43 for six months according to the original proposal put forward in February 2018.

92. Mr CHAN Chung-yi said that the LWB took note of Members' views and agreed to conduct trial trips for Route E43 first. Although only two airport bus "A" routes were mentioned in the proposal, which was previously submitted to the NDC, the LWB had been planning and allocating resources to routes operating via TM-CLKTR. Whether airport bus "A" routes should use the new routing first or operate in tandem with route "E" would be contingent on Members' views.

93. Mr Louis KUNG said that the Citybus had noticed that this bus route had been discussed for years. The Citybus would be cooperative with the arrangement of the TD. If another bus company was allowed to consider this route, the Citybus would discuss with the TD.

94. The Chairman concluded that the Committee agreed to conduct the trial trips of Route E43 first. The TD should make a written reply to undertake the study of Route E43A or similar routes as proposed. The TD should allow open tender for all bus operators and expeditiously submit

proposals to the Committee.

95. Mr William WONG said that the TD shared the views with the Committee in introducing and implementing the trial trips for Route E43 according to the original proposal put forward in February 2018. Moreover, he asked the LWB to report to the TD the latest progress on the study of Route E43A and submit proposals. In the meantime, he would relay Members' comments to the Bus and Railway Branch of the TD.

96. The Chairman requested the TD to make the aforesaid arrangement and make a written reply to confirm that it would undertake the study of a new bus route.

97. Mr William WONG said that he would relay Members' comments to the staff members concerned of the Bus and Railway Branch. He would also invite the LWB to submit the latest relevant information to the TD for study later.

98. The Chairman asked the TD if it declined to make the aforesaid undertaking. If so, he wondered if the TD only lured the Committee into agreeing to the trial trips of Route E43. He asked the TD once again if a written undertaking could be provided.

99. Mr William WONG replied that Members' views would be relayed to the responsible staff members.

100. The Chairman asked the representatives of the TD to follow up on the issue. He said that Members would not like to see that no progress would be made for this route until 2030 and requested the TD to make a prompt reply.

TD

**Item 8 - Proposal: To Expediently Provide a Bus Service Linking North District with Shenzhen Bay**  
(Paper No. 9/2021)

101. Mr Warwick WAN presented Paper No. 9/2021. He was discontented with the written reply of the TD. He opined that the Government had not taken into account of the special conditions of North District and a lot of obnoxious infrastructure had been developed in the

surrounding areas of North District. He hoped that one additional choice of public transport could be provided to residents to divert traffic flow. However, the TD only encouraged residents of North District to take Route 276 series to go to Yuen Long or Tin Shui Wai and then use interchange service to go to Shenzhen Bay Port. However, it would take only ten-odd minutes to go from North District to Shenzhen Bay Port. He queried why the Government refused to provide such public transport service to residents of North District. He opined that the TD had simply made an excuse by saying that there was limited space in the vicinity of Shenzhen Bay Port and the department was incapable of providing more bus services because there was an absence of study to substantiate its claims. He would keep articulating his concern and requesting the TD to provide bus services plying between North District and Shenzhen Bay Port. He would fight for more convenient transport service for residents of North District to facilitate the use of the Port.

102. Mr CHAN Wai-tat opined that even the demand for transport service to Shenzhen Bay Port was small, there was a certain number of passengers. He opined that special measures should be taken under special conditions caused by the closure of the border by arranging transport service to facilitate access to Shenzhen Bay Port. Whole-day service was not required. Passengers would be aware that service to Shenzhen Bay Port from North District was provided as long as there were one to two trips every day. He believed that there were at least eight to ten passengers going to the Port every day. As such, it was necessary to provide special bus services to facilitate access to the Port. He hoped that studies could be conducted to examine the use of coaches to provide the service concerned in order to help the transport industry find a way out.

103. Mr William WONG said that the TD noted the views of Members and would monitor the demand of passengers. As quarantine measures were carried out at the Port during the epidemic, the flow of people was small. Nevertheless, the TD would continue to keep a close watch on the passenger demand. Besides, he added that apart from the interchange bus service, cross-border bus services were still in operation prior to the outbreak of the epidemic to facilitate access to the Port and travelling to and from the Mainland.

104. The Chairman concluded that as there was a demand for transport service to the Port, he said that it was pointless to encourage passengers to use interchange service. He requested the TD and the bus companies to

consider the suggestion and carry out follow-up and studies.

**Item 9 - Proposal: To Request for Details from the MTRCL about the Trial Implementation of Deploying 12-car Trains and 9-car Trains Concurrently**  
(Paper No. 18/2021)

105. The Chairman welcomed Mr Stuart YANG, Engineer/Shatin to Central Link (18), Railway Development Office of the HyD, Mr Ernest LI, Senior Engineer/Railways 8 of the Electrical and Mechanical Services Department (“EMSD”), and Miss Annie LAM, Public Relations Manager – External Affairs of the MTRCL to the meeting.

106. Mr CHAN Wai-tat presented Paper No. 18/2021. He said that he initially intended to convene a meeting of Working Group on Matters Relating to Railways to discuss this issue. However, he decided to discuss this issue at the meeting of the Committee to avoid tardy discussion and the need to convene another meeting. All Members could voice their opinion to the departments concerned and the MTRCL. The mixed-fleet operation of 12-car trains and 9-car trains for the ERL was originally scheduled on 12 September 2020 and had been suspended by the EMSD due to minor problems caused by human factors. He believed that more problems would occur when the mixed-fleet operation was launched. The problems included the slowdown of trains during rainy days, the suspension of train services due to breakdown of illumination facilities in the compartments, Signal Passed At Danger (“SPAD”), the failure to align the train doors to the corresponding positions on platform and so on. The MTRCL had not increased the frequency of trains upon the commissioning of the 9-car trains. The new signalling system had remained unstable and he dared not request the MTRCL to enhance the frequency of trains. He hoped that the EMSD would report the follow-up of the aforesaid issues.

(Mr CHAN Yuk-ming left the meeting at this juncture.)

107. Mr CHOW Kam-ho said that he had expressed concern over the new signalling system to the relevant departments and the MTRCL and had conducted a site visit. He had highlighted the problem of the design of the platforms (i.e. the first car of the 9-car trains had to convey passengers of the first three cars of the 12-car trains) to the MTRCL, but no improvements

were made and more breakdowns took place. In the meantime, many passengers relayed to him that the current frequency of trains was reduced. He therefore hoped that instead of adopting the existing arrangements, the service hours of 12-car trains could be extended or more 12-car trains could be deployed to divert the passenger flow.

108. Ms WONG Hoi-ying said that the MTRCL should increase the service frequency of the ERL after 12-car trains were replaced by 9-car trains. Passengers packed the train compartments during peak hours. As the waiting time was very long during weekends and passengers had to wait for about seven to eight minutes for a train on average, some switched to use other means of transport due to the long waiting time. While she hoped that the ERL would increase its service frequency, she was concerned about the safety issues posed by the new signalling system upon increasing the frequency of trains. Moreover, she was only informed of the incidents of service disruption by listening to the news. She hoped that the MTRCL would notify Members first before releasing the news to the public. She requested for a clearer account of all the incidents and the provision of improvement measures.

109. The Chairman said that many residents relayed to him that train compartments were extremely crowded after 12-car trains were replaced by 9-car trains for the ERL. Passengers getting on board at Sheung Shui Station had to stand in the compartments. Although the original service frequency was maintained, passenger capacity would certainly drop because three cars were deducted. As such, residents were discontented with the service frequency of the ERL. Besides, he opined that the frequency of trains was lower during weekdays and the waiting time was longer. He questioned whether it was the new signalling system that hindered the MTRCL from increasing the frequency, or whether it was the MTRCL's intention to adjust the frequency as it had safety concerns over the new signalling system.

110. Mr Ernest LI said that the Government was not completely satisfied with the new signalling system and the reliability of train services upon the commissioning of the mixed-fleet operation in the initial stage. However, he opined that teething problems were involved in the early stage. The EMSD had closely monitored the safety and reliability of the service of the ERL from 6 February to this day (8 March). No safety incidents had occurred so far. The EMSD kept a close contact with the HyD and the TD and strongly urged the MTRCL to promptly improve the reliability of the

aforesaid service. The EMSD had requested the MTRCL to carry out thorough investigation on serious incidents resulting in longer time of service disruption, submit reports on the causes and suggest improvement measures. According to the records of the EMSD, reliability problem occurred during mixed-fleet operation in the early stage. However, the MTRCL had mitigated the problem of delays in train services from 28 February to this day (8 March) and the number of cases of delay had gradually dropped. He asked the representatives of the MTRCL to respond to the problem of service frequency upon the commissioning of the new signalling system.

111. Miss Annie LAM made a consolidated reply to the questions and comments of Members:

- (a) She thanked Members for offering lots of comments prior to and after the launch of the new signalling system including boarding and alighting arrangements for passengers. She also thanked Members for giving the MTRCL the opportunity to report the latest information on the operation condition of the new signalling system;
- (b) The MTRCL appreciated Members' concern over the teething problems of the new signalling system and unsmooth operation of trains at the initial stage. However, adjustment was inevitable in the early stage. The MTRCL had closely monitored the operation of the new signalling system and deployed manpower to stand by to follow up on any unexpected incidents immediately;
- (c) As far as train services were concerned, the MTRCL would carry out contingency measures where necessary. For instance, if service frequency was disrupted by an incident, regulation of train service would be carried out to resume smooth operation of trains. The new signalling system had been in operation for a month. The MTRCL had assigned staff members to improve the new signalling system in collaboration with the contractor. With the implementation of the train service control measures, operation of trains had been improved;
- (d) The MTRCL had taken into consideration the views of Members collected from 6 February to this day (8 March). After a 9-car train drew into a platform, platform assistants would instruct

passengers to board the compartments at the rear end of the train. According to the observation of the MTRCL at Tai Wai and Tai Po Market MTR Stations, passengers had generally become accustomed to the boarding and alighting arrangements. The number of passengers boarding the trains became more evenly distributed among the compartments;

- (e) There were breakdowns of illumination and air-conditioning facility owing to electricity failure. Improvement of the system was required to rectify “false SPAD”. However, as the operation system and the automatic train protection system had been operating all along, she stressed that the safety of the operation of trains had never been compromised by the aforesaid problems;
- (f) When 9-car trains were initially introduced, the MTRCL had arranged the use of 12-car trains during morning peak hours (8 a.m. to 9 a.m.). Special trains were arranged to set off at stations (such as Tai Po Market and Shatin MTR Stations) with high patronage to ease congestion;
- (g) As per the problem concerning the low service frequency of trains during non-peak hours, the MTRCL would keep an eye on the latest development of the epidemic and adjust the services based on passenger demand; and
- (h) Tying in with the mixed-fleet arrangement and the operation of the new signalling system, the MTRCL had deployed an additional 300 staff members to improve the platform management measures and the results were remarkable. The MTRCL would strive to ensure a smoother operation of trains by adopting various measures and improving the new signalling system in collaboration with the contractor.

112. Mr CHAN Wai-tat put forward the following questions, comments and suggestions:

- (a) He agreed and understood that a transition period was inevitable in the early stage of the commissioning of the new signalling system. He continued by enquiring of the MTRCL about the progress of increasing the service frequency of its trains;

- (b) If the MTRCL applied to the EMSD for enhancing the service frequency under the conditions of the existing signalling system, he enquired about the views of the department; and
- (c) As per the station arrangement of Fanling MTR Station, he opined that crowd management measures should also be adopted at the concourse in addition to the platform. He noticed a problem in the concourse on the upper level of Fanling MTR Station. As the distance of the gates at the southern concourse was shorter than that at the northern concourse, the majority of passengers who went to the station from Fanling Town Centre or via the footbridge on Pak Wo Road preferred using the gates at the southern concourse. However, the escalator connecting the southern concourse and the platform for Kowloon-bound trains was located near the front end of 9-car trains. As such, a great number of passengers packed the first car of 9-car trains and the arrangement was unfavourable. In respect of this problem, he noticed that one of the escalators in Shatin Station was closed to encourage passengers to use another escalator to go to the rear part of the platform to get on board. However, the design of the concourse of Fanling Station was different from that of Shatin Station. Passengers could not go to the northern concourse to use the escalator there after entering the southern concourse. He suggested that staff members, API systems or display panels be employed at the concourse to notify passengers whether the next train would be a 9-car train or 12-car train and encourage them to use the gates at the northern concourse to board the compartments near the rear end of the trains.

113. The Chairman put forward the following questions, comments and suggestions:

- (a) He asked if the MTRCL had noticed the crowdedness in 9-car trains. He said as 9-car trains were always crowded, passengers had a negative perception and would prefer other means of transport;
- (b) He was discontented that the MTRCL still had to further consider increasing its service frequency. He suggested that the MTRCL should arrange site visits during weekends. He had taken 9-car trains for many times and he recalled that the passengers packed

the compartments. He attributed the crowdedness to low frequency of trains; and

- (c) A train captain had previously indicated that the control room failed to exercise control on the trains. Although Members were not familiar with the technology of signalling system, they were concerned about the safety of the new signalling system. In his opinion, government departments and the MTRCL certainly need to tackle problems identified during the trial mixed-fleet operation. However, in the event that erroneous judgement caused by “false SPAD” took place again, he questioned if the EMSD would discuss with the MTRCL first prior to the full commissioning of the 9-car trains.

114. Mr Ernest LI made a consolidated reply to Members’ questions, comments and suggestions:

- (a) Being the regulator of railway safety, the EMSD would request the MTRCL to suspend relevant service once a safety issue was detected to ensure safety of the railway;
- (b) As for the comments on the MTRCL’s application for increasing the service frequency, the TD would take it into consideration. The system was capable of accommodating an increase of service frequency;
- (c) The EMSD and the MTRCL had made responses to the news reports on “false SPAD”. He added that “false SPAD” mostly took place during regulation of trains in depots in the past. According to the records of the EMSD, there were no service delays caused by “false SPAD”. The EMSD was aware that the MTRCL was updating the software to make improvements. The EMSD would closely follow up on the progress with the MTRCL; and
- (d) As regards the news report on the incident of the control room losing control of the trains, the EMSD and the MTRCL had made responses to the matter. According to the outcome of the investigation, relevant railway system revealed a breakdown. However, the overall system (including the protection system) operated properly. As such, the EMSD opined that the aforesaid

inconsistency did not pose any impact on the safety of the railway.

115. Miss Annie LAM made a consolidated reply to the questions, comments and suggestions of Members:

- (a) The MTRCL would further review the service frequency of trains and overall passenger volume. According to the observation of the MTRCL, most of the passengers could embark on trains upon arrival during morning peak hours after the new signalling system and mixed fleet operation were rolled out. In the meantime, the MTRCL had arranged special trains to ease passenger flow;
- (b) The MTRCL would further study the proposed display panels installed in the concourse of Fanling MTR Station to divert passengers before they proceeded to the platform;
- (c) She added that the incident involving “false SPAD” was not a non-compliance of stop signal by a train. As the old signal system was devoid of a warning signal to indicate the aforesaid circumstance whereas the new signal system was equipped with a warning function, the MTRCL opined that the aforesaid problem was caused by the unnecessary warning signal from the system. The MTRCL would follow up the aforesaid case and make appropriate adjustments with the new signalling system contractor with a view to reducing unnecessary warning signals released by the system; and
- (d) The MTRCL had been in close contact with frontline staff all along. The MTRCL paid heed to their views and the problems they encountered in operation of trains and immediately followed up the issues. For instance, the MTRCL worked together with the contractor of the new signalling system to rectify the display problems so that the overall operation would be smooth.

116. The Chairman said he had previously suggested that display panels be installed in the concourse during a site visit at Fanling MTR Station to inform passengers whether the next train would be a 9-car train or 12-car train. Passengers would therefore be prepared and have an idea on which car they would embark so that the arrangement would be smooth. However, the MTRCL had not made any arrangement on this proposal and he asked representatives of the MTRCL to relay this proposal to the

MTRCL. Furthermore, as this proposal involved railway service, he suggested that this issue be discussed at a meeting of the Working Group on Matters Relating to Railways. He hoped that representatives of the MTRCL would respond to Members' comments at the next meeting of the Working Group.

Secretariat  
MTRCL

117. The Chairman announced a lunch break and the meeting would resume at 2 p.m.

(The meeting was suspended at 12:51 p.m. and resumed at 2:04 p.m.)

**Item 10 - Proposal: To Request the Government to Conduct a Study Immediately on the Provision of the "Third Highway" Linking the Northeast New Territories and Urban Areas**  
(Paper No. 4/2021)

(Mr KO Wai-kei joined the meeting at this juncture.)

118. The Chairman presented Paper No. 4/2021. He was disappointed at the written reply of the TD which had stated that the Government had adopted a number of improvement measures and carried out road expansion works. However, he opined the crux of the problem was that North District could only be accessed by two highways. Tolo Highway and the New Territories Circular Road were currently very congested but the population of the North East New Territories and New Territories West was on the rise. In his opinion, it would be too late if the third highway was not studied. In the meantime, he proposed to develop a tunnel through Tai Mo Shan and develop a new highway connecting Tsing Long Highway. He believed that it would take more than 30 years to carry out the study. As such, he hoped that the study would be carried out immediately to cater for the need of residents after 30 to 50 years lest residents should put up with congestion in the future.

119. Mr Franco CHEUNG indicated that he offered strong support for this proposal in principle and considered the proposal essential. He said the topographic feature of the New Territories was a like large circle and it was time consuming to travel between different areas. He initially believed that linking Tai Po and Fanling to Tsuen Wan directly by going through Tai Mo Shan was infeasible. However, the development of Lung

Shan Tunnel and Eagle's Nest Tunnel were successful and subsequent reclamation works at Lantau Island had also been carried out. He concluded that works could be completed if they were technically feasible. He added that there were no major infrastructure projects and facilities in close proximity to Tai Mo Shan and a tunnel through it was feasible. Besides, he suggested the development of a new traffic network of the New Territories. For instance, turning Lam Kam Road, Fan Kam Road and Route Twisk into dual two-lane trunk roads. He also concurred with the Chairman and said he was not requesting the TD to accept his proposal at once. However, it took time for a tree to grow, study should be underway now to explore various options.

120. Ms Jocelyn TSANG indicated that the TD and HyD had commenced the "Strategic Studies on Railways and Major Roads beyond 2030" in December 2020. The departments would review the strategic traffic of North District and the entire territory from a higher level of perspective. She believed that the studies would be a response to the suggestion of the Chairman.

121. Mr CHAN Wai-tat indicated that any long-term development plan including development of a one-level tunnel or bridge on Fanling Highway or Tolo Highway would be acceptable to him. He recalled that the NDC had visited Singapore a few years ago and he noticed that there was a highway across the southern part and northern part and vehicles could use both the upper part and ground level of the highway. This highway was like Wan Chai Bypass. He therefore opined that the development of a level of tunnel or bridge at Tolo Highway was feasible. According to the information of the Planning Department ("PlanD"), the size of the population of North District would double in the future and he thus opined that traffic planning should promptly be conducted.

122. The Chairman was pleased to learn that the TD had commenced the strategic studies. However, he enquired of the department about any preliminary proposal or suggestion at this stage to resolve the problem.

123. Ms Jocelyn TSANG indicated that the TD would report the results to the Committee upon completion of the studies in due course.

124. The Chairman enquired about the duration of the studies.

125. Ms Jocelyn TSANG replied that the relevant information would be

supplemented after the meeting.

(Post-meeting note: The TD indicated that the “Strategic Studies on Railways and Major Roads beyond 2030” commenced in December 2020 and it would take about 27 months to complete the studies.)

126. The Chairman concluded that he would ask the TD to supplement the relevant information after the meeting and look forward to the results of the studies.

TD

**Item 11 - Proposal: To Present the Findings of the Feasibility Study on the Provision of a “Northbound Bus-Bus Interchange” on Fanling Highway**

(Paper No. 19/2021)

127. The Chairman presented Paper No. 19/2021. He pointed out that the TD and the CEDD had suggested three locations for the proposal. He put forward the following questions and views:

- (a) The area circled in the picture of Location One was large including the junction of Wah Ming. He enquired about the exact location of the BBI;
- (b) While residents were concerned about the curved design of Location Three, they were pleased that the location was close to the existing southbound BBI. He asked if the departments had conducted risk assessment for the location;
- (c) Location Two was relatively far away; and
- (d) He asked the departments to elucidate the ideas and proposals first and then Members would offer their views.

128. Mr Jeffrey LUK indicated the CEDD had commissioned a consultant to study the feasibility of development of a BBI for the three northbound locations on Fanling Highway as proposed by the TD. The study was still in progress. He asked the representatives of the TD to expound the reasons for selecting these three locations.

129. Mr William WONG indicated the study was underway according to the CEDD and it was anticipated that the study would be completed by mid-2021. The consultant and the departments concerned would brief the Committee on the result at that time.

130. The Chairman asked which department was responsible for the study and asked the representatives of the CEDD to give the Committee a brief introduction.

131. Mr Jeffrey LUK said that the CEDD was conducting a study on Location One and Location Three. As per Location One, the consultant was currently studying the development of a northbound BBI near the ramp on Fanling Highway towards the slip road of Pak Wo Road. On one hand, the BBI allowed left turn to Pak Wo Road and, on the other hand, new routes running on Pak Wo Road towards Fanling South could be operated with a view to catering for the need of bus passengers going to Fanling South and Fanling North. As the study was currently in progress, the results would be reported to the Committee in due course.

132. Mr CHAN Wai-tat indicated that other government departments had consulted with the NDC on the public housing development plan in Fanling Area 48 last year. At that time, Members stated that housing development plan would be further discussed as long as the plan was complemented by the development of northbound BBI. The department concerned had indicated at that time that the result of the study of the BBI would be ready by the end of last year. However, the information he had acquired so far was the proposed locations at the Attachment of the Paper. He hoped that the results of the study and detailed information promptly be released to Members for reference. Otherwise, there would be a perception that Members obstructed other development projects because of the northbound BBI.

133. The Chairman indicated that as the development of the BBI at different locations would entail different impacts, he suggested that the departments concerned liaise with the Housing Department (“the HD”). He added that the proposed locations were close to the works site of Fanling Bypass mentioned in item 3. As such, he asked the CEDD if other government departments would be consulted during the study.

134. Mr CHOW Kam-ho asked the department concerned if the three proposed locations were compatible with the works of Fanling Bypass. He

said that as far as the location of Fanling Bypass was concerned, the demand of northbound passengers could probably not be met if the BBI was established at Location One. He therefore requested the works of the northbound BBI would be compatible with the works of Fanling Bypass to provide convenience to residents.

135. Mr Jeffrey LUK responded that the CEDD would like to report the results of the study to the Committee in collaboration with colleagues of the TD in mid-2021. Besides, he would reach the colleagues concerned after the meeting and ask them to coordinate with the relevant colleagues of the HD and Fanling Bypass. He asked the representatives of the TD to explain why these three locations were selected and if they were compatible with the works of Fanling Bypass.

136. Mr Franco CHEUNG indicated that as the result of the study was not yet available, he asked the departmental representatives to reflect to the colleagues concerned views of Members. He opined that the comments made by Mr CHOW Kam-ho on Fanling Bypass was of paramount importance. Although Location One was easily accessible and the area was huge, buses had to take a detour to use the old road before they arrived at Luen Wo Hui if passengers interchanged at this location. This location was therefore unwise. Moreover, passengers heading for Sheung Shui could not enjoy the convenience provided by the northbound BBI. In his opinion, the function of the northbound BBI was that, after passengers had interchange at the BBI, buses for Sheung Shui could go directly to Kai Leng Roundabout; buses for Fanling could depart at relevant junctions; buses for Luen Wo Hui could use Fanling Bypass; and buses for Fanling South could depart from Pak Wo Road. Consequently, passenger flow could be diverted. As such, he suggested that the BBI be established at a location in the front.

137. Mr KO Wai-kei indicated after Liantang Control Point resumed operation, more cross-border buses would use Lung Shan Tunnel. However, Location Two was situated under the bridge connecting to Lung Shan Tunnel and passengers might not be able to interchange at this location. He therefore inclined to choose Location Three or a nearby location opposite the southbound BBI so that passengers using Lung Shan Tunnel could be served more effectively.

138. Mr Jeffrey LUK responded that the CEDD had noted Members' comments. He would relay the views to relevant colleagues and the

consultant to carry out the remaining parts of the study. Results would be reported to Members upon completion of the study.

139. The Chairman indicated that the current proposal was not the official results of the study. He asked the departments concerned when the results of the study would be submitted to the Committee at the earliest.

140. Mr Jeffrey LUK responded that it was hoped progress of the study could be presented to the Committee at the next meeting at the earliest.

141. The Chairman concluded that the Committee would discuss this issue pending the results of the study. He opined that it was important for departments to coordinate so that proposed locations would be compatible with other development projects. He looked forward to the results of the study reported by the CEDD at the next meeting.

142. The Chairman indicated that as representatives of the bus company had to leave the meeting earlier, he suggested that item 24 be discussed first.

**Item 24 - Matter Arising: To Request Bus Route No. 273A (Choi Yuen Bound) to Skip Ching Shing Road**  
(Paragraphs 122-144 of the Minutes of the 6th Meeting)

143. The Chairman asked the representatives of the TD and the KMB to report the progress.

144. Mr William WONG indicated that the TD consulted with four secondary and primary schools at Ching Shing Road about their views on skipping Ching Shing Road for bus route no. 273A as requested by Members at the last meeting. The principals of the four schools gave a joint reply to indicate their opposition. Just as stated in the written reply of the TD for the last meeting, result of a survey revealed that there was a considerable demand for the bus stop at Ching Shing Road during school hours. As such, the TD had no plan to cancel the existing routing arrangements at this stage after the views of the school principals and the result of the survey were taken into account. The TD had requested the Police to step up enforcement against illegal parking at Ching Shing Road with a view to mitigating traffic congestion at the road section and resuming smooth traffic flow and bus services. He invited the Police to make a

supplement for the recent enforcement actions and results.

145. Mr TSUI Yick-fook indicated that the Police had deployed additional manpower to make prosecutions in the vicinity of Ching Shing Road, especially during after school hours in the afternoon since the last meeting. The Police would also stay in contact with the schools concerned via the Police Community Relations Office and continued to make enforcement.

146. Mr Franco CHEUNG indicated that this issue itself was a minor problem but could shed light on a traffic issue of the entire North District: whether a bus route should serve all individual stops or only use trunk roads. The joint reply of the principals indicated their request for a bus to stop at all the stops and this result served as a point of reference for the future development of the Northeast New Territories and Kwu Tung North. There was a “key ring” design for the routes at this location and whether a bus served the circle should be studied. If bus service in the circle was needed, the Police had to take enforcement to avoid traffic congestion. This issue showed that residents were unwilling to walk for a certain distance and looked forward to point-to-point bus services. As such, traffic congestion was commonplace in the entire North District.

147. The Chairman indicated while he understood residents certainly preferred bus services to reach places that were convenient for them to access, and point-to-point bus service was convenient, many problems arose from this pattern of service. Illegal parking and enforcement actions were involved. He hoped that the TD would strike a balance in planning bus routes. After bus services were in operation, resident would be accustomed to the routes. Opposition would be voiced if a bus route was revised. He indicated that the current NDC did not want the aforesaid issue to affect traffic planning of the entire North District. He asked the TD to maintain a close tie with the schools and formulate other measures to mitigate traffic problems.

**Item 12 - Proposal: To Convert the Noise Barriers into Full Acoustic Enclosures along the Sections of Fanling Highway near Dawning Views, Avon Park, Fanling Centre and Fanling Town Center**

(Paper No. 20/2021)

148. The Chairman presented Paper No. 20/2021. He indicated that many residents told him that noise of the aforesaid road section was serious and flats of Fanling Centre facing Fanling Highway were particularly vulnerable. Although there were full enclosure noise barriers for railway tracks and noise problem was less serious, Fanling Highway next to the railway was only equipped with semi-enclosure noise barriers. Residents' daily lives were affected by noises day and night. He continued that it was anticipated a surge in vehicular flow on Fanling Highway would stem from future population growth and urban development in North District and noise problem would exacerbate. He was disappointed that the Environmental Protection Department ("EPD") only made a written reply without assigning officers to attend this meeting.

149. Ms WONG Hoi-ying indicated that the existing noise barriers had been erected for many years and the EDP did not intend to carry out testing on the road section to update the data of traffic noise pollution. She hoped that the EDP could examine the noise pollution level of this road section, and consider providing full enclosure noise barriers according to the latest data rather than reject the proposal in the absence of any relevant data. She hoped that the Chairman would write to the EPD to request for the aforesaid study and provide relevant data for Members' reference.

150. Mr Franco CHEUNG put forward the following comments and suggestions:

- (a) As there were permanent representatives of the EPD attended meetings of the Committee on Community Building and Environmental Improvement, he suggested that the issue be referred to the Committee concerned for discussion;
- (b) The existing noise barriers were probably effective because there were not many complaints from residents of Avon Park and Dawning Views. The noise problem facing Fanling Centre and Fanling Town Center which were not served by noise barriers was comparatively more serious;
- (c) He opined that the development of full enclosure noise barriers was quite out of proportion to the facilities, but was still acceptable. The EDP stated that the development of noise

barriers was subject to considerations such as fire safety, ventilation and landscape impact. He was of the view that Fanling Highway had no landscape feature and he doubted whose view would be affected by noise barriers. The consideration of ventilation and fire safety was more reasonable;

- (d) For the residents, the noise level of road sections without noise barriers was definitely higher than that of road sections equipped with noise barriers. He said the EDP should carry out a study to collect data to ascertain if the level of noise of road sections without noise barriers was acceptable. Otherwise, the EDP should construct noise barriers or implement works for noise mitigation to give a better explanation to residents; and
- (e) The effectiveness of the latest low noise road surface material was remarkable. When vehicles ran on the road section, the level of traffic noise had significantly declined. The footpath next to Avon Park was comparatively quite due to the noise barriers. A remarkable difference was therefore detected upon erection of noise barriers. He suggested again that the EPD conduct a study to gauge the level of noise at this road section and provide relevant data. As such, the EDP and residents could make a discussion with reference to the data.

151. The Chairman concluded that the written reply of the EPD was disappointing and there was no data to show that the existing noise barriers could adequately address the problem. He suggested that the Committee write to the EPD to express dissatisfaction over the absence of officers of the EPD at the meeting. The EPD would also be requested to submit data on the noise level of this road section. He suggested that this item be referred to the Committee on Community Building and Environmental Improvement for discussion and follow-up.

Secretariat

(Post-meeting note: The Chairman of the Committee wrote to the Director of Environmental Protection on 29 March 2021.)

**Item 13 - Motion: To Remove Metal Fences on Footbridges**

(Paper No. 3/2021)

152. The Chairman indicated that the motion was proposed by Ms WONG Hoi-ying and seconded by Mr LAM Cheuk-ting, Mr CHAN Yuk-ming, Ms LAM Tsz-king and Mr KWOK Long-fung.

153. Ms WONG Hoi-ying presented Paper No. 3/2021.

154. Mr CHAN Wai-tat supported the motion because many people opined that the community should be reinstated and hoped that the society would resume normal as soon as possible. He said many government departments were engaged in cleaning work such as renovation of Lennon Walls. Water barriers had been removed from the Police Headquarters. He therefore hoped that mental fences could soon be removed from footbridges so that social atmosphere would resume normal.

155. Mr Franco CHEUNG indicated that people would throw articles to the roads in the vicinity even if metal fences had not be demolished. He suggested that the department construct full enclosure noise barriers and protective shields because the highway could be protected, noise could be blocked and public money could properly be used. A lot of purposes could be achieved at one stroke.

156. The Chairman opined that the suggestion of Mr Franco CHEUNG was advisable and he offered one more justification for the EPD to construct a full enclosure noise barrier, namely enhancement of public safety. Furthermore, the written reply of HyD stated that “the Government would monitor the situation for a period of time”. He enquired about the duration of this period. He stressed that the provision of fences was only a tentative measure at the outset and the fences should be removed as soon as possible since there was no risk presented.

157. Mr TAM Bit-ching indicated the HyD had noted Members’ views. He would relay the comments to responsible colleagues and had no further information to supplement at this stage. Members would be kept posted on the latest development.

158. Ms WONG Hoi-ying indicated that the motion was also put forward last year. The wording of the written reply at that time was the same as that of the written reply this time. She said other government departments were clearing structures gradually to reinstate Hong Kong.

However, the HyD had been procrastinating the removal of metal fences on the footbridges. The reply stated that temporary provision of the metal fences was a collective decision of the Government. She enquired which government departments jointly made the decision.

159. Mr TAM Bit-ching responded that he did not have the relevant information to provide for the time being and would endeavour to reach the colleagues concerned after the meeting. He would give a reply to Members if the information was available.

160. Mr Franco CHEUNG offered justification for the HyD to remove the metal fences. He opined that removal of fences would facilitate installation of mobile speed enforcement cameras at highways by the Police. The cameras would act as a deterrent and prevent traffic accidents. He suggested that the HyD directly relay the aforesaid reason to the relevant departments.

161. The Chairman indicated that Members had made discussion on the motion and the department concerned had made a reply. Voting would be taken. Pursuant to Order 31(1) of the Standing Orders, the motion would be passed if it was supported by an absolute majority of votes. An absolute majority of votes meant more than half of the valid votes cast excluding abstentions.

162. The Chairman declared the voting result was: 9 affirmative votes (Ms LAM Tsz-king, Mr CHOW Kam-ho, Mr Vincent CHAN, Mr KWOK Long-fung, Mr Franco CHEUNG, Mr CHEUNG Chun-wai, Ms WONG Hoi-ying, Mr LAU Ki-fung and Mr LAW Ting-tak), 0 negative vote and 1 abstention vote (Mr KO Wai-kei). The motion was passed with an absolute majority of affirmative votes.

(Note: 11 Members were present when the vote was taken. However, Mr CHAN Wai-tat was not present at that particular point of time, only 10 Members had participated in the voting.)

163. The Chairman suggested that the issue concerned would be listed in the item – Matters Arising for follow-up so that the HyD would report the progress to the Committee.

Secretariat  
HyD

**Item 14 - Proposal: To Request for Number of Parking Spaces to be Provided in Fanling North New Development Area**  
(Paper No. 21/2021)

164. The Chairman presented Paper No. 21/2021. He was discontented that the department did not positively respond to the proposal. The TD had promoted the development of multi-purpose car parks in NDA and clearly stated that car park complex would not be developed. The number of parking spaces would be determined by residential estates. However, he believed even residential estates increased the number of parking spaces, those parking spaces would be for private use. He requested the department to provide information on the number of various types of parking spaces because there were many vehicles (i.e. large vehicles) were used for businesses. However, the development in the vicinity failed to meet the parking need of these vehicles engaged in businesses. All in all, he requested the department not to keep talking about further review in its reply. The department should provide substantial plans and suggestions and estimate the number of different kinds of parking spaces which could be provided.

165. Mr Jeffrey LUK responded that the CEDD did not have new information to supplement for the time being. The number of parking spaces was provided in accordance with Hong Kong Planning Standards and Guidelines and was reviewed as requested by the TD.

166. Mr CHOW Kam-ho indicated that it was a waste of time if the CEDD still stuck to the Hong Kong Planning Standards and Guidelines in its consideration. If the standards were effective, illegal parking would not be widespread. He said data was one of the important indices for reference. However, the department failed to provide any data. He pointed out that as the New Territories North NDA was still at planning stage, the planning should allow cessation or rectification of the accumulative defects in previous planning or the problems thus caused in advance. If the department insisted in employing this set of standards and the principle of “single site, multiple use”, the problem would remain unresolved. He reiterated past experiences had showed that illegal parking would not be rampant in North District if the standards were feasible. While he understood the department could not make any undertaking for the planning or development at this point, he hoped that Members’ views could be reflected to the management. Otherwise, the problem could not be

resolved after the development was implemented.

167. Mr Franco CHEUNG put forward the following comments and suggestions:

- (a) He was concerned that the department would refuse to make any revision once the design was completed. He asked the department to embrace Members' views during the planning stage before the plan was implemented;
- (b) Although it had been requested that more carparks be developed in North District to increase the number of parking spaces, the difficulty stemmed from inadequacy of land was understood among Members. It was difficult to identify suitable site for development of carparks, especially in Fanling, even the Government was willing to allocate funds for the development. As such, an opportunity was opened up under the current Fanling North NDA to address the problem;
- (c) There were two major causes for illegal parking. One was insufficient parking spaces and the other was high parking fees. As motorists thought that they would pay less for a fine for illegal parking than for carpark fees, they would take the chance. In conclusion, he said that illegal parking, congestion and the associated traffic issues arose from inadequacy of parking spaces. If illegal parking could be resolved, all other traffic issues would be cleared up. He opined that illegal parking could not completely be eradicated even more enforcement actions were taken by the Police. He therefore opined that the problem should be addressed by the system. In other words, adequate number of parking spaces and lower level of parking fees should be available;
- (d) Two types of cars were involved in illegal parking. One was private cars and the other was heavy vehicles. He suggested that insertion of parking spaces could be used to increase the number of parking spaces for private cars. As per heavy vehicles, some designs of warehouse or bus depots could be taken into consideration and heavy vehicles could be parked in premises like multi-storey carparks. The Government could subsequently develop properties or parks on these multi-storey carparks;

- (e) Most of the problems discussed at meetings of this Committee stemmed from inadequacy of parking spaces. All the problems pertaining to buses, traffic congestion, road works etc. would be solved as long as there were adequate parking spaces; and
- (f) He had a rough idea about the Hong Kong Planning Standards and Guidelines. However, as North District was different from urban areas, the number of parking spaces should not solely be determined by the number of residential estates and residents. Due to the remoteness of North District, motorists and passengers needed to use more time on travelling. Many residents of North District chose to drive for convenience and he expected that the number of motorists would not decrease in the future. All in all, he hoped that the provision of parking spaces should properly be planned prior to the implementation of the NDA. Coupled with enforcement actions of the Police, the Government could effectively address traffic congestion and illegal parking in North District with a multi-pronged approach.

168. Mr LAW Ting-tak put forward the following comments and suggestion:

- (a) Whenever a traffic issue of North District was discussed, the focus would be on the transport policy of “using railway as the backbone”. Generally speaking, government planning would be made for properties and housing projects in the surrounding areas prior to planning of major transport facilities. As such, many ancillary transport infrastructure and efforts in transport development lagged behind;
- (b) He opined that parking facilities could possibly be developed in parks and ball courts in the NDA. He suggested that the upper levels or underground levels of all ball courts in North District could be developed as carparks and opined that his suggestion was practical. As many existing ball courts in North District were situated at areas with heavy pedestrian flow such as Shek Wu Hui, Luen Wo Hui, Wah Sum Estate, Wah Ming Estate and so on, it would be a waste if these facilities were used as ball courts only. He therefore opined that an optimised use of these ball courts should be made;

- (c) As per Fanling North NDA, he was aware that a large area had been reserved for public space in addition to housing projects. He hoped that his proposed underground level or upper level development could be incorporated into the scope of study; and
- (d) While the Government strived to use railway network as the backbone of the whole transport policy, it was not determined to discourage the use of private cars. Hong Kong was endowed with natural geographical advantages and cross-harbour tunnels and mountain tunnels had been developed. If the Government was determined to reduce the number of vehicles, substantial increase in the toll fees of tunnels could be made. As such, the number of private cars would significantly drop. On the other hand, a nominal fee of \$1 should be charged for buses or minibuses. In short, he opined that the Government should curb the number of private cars and concurrently improve the ancillary facilities concerned.

169. The Chairman added that at a meeting in November 2020, the Committee on Land Development, Housing and Works had discussed the public housing development in Fanling North Area 15 East. The HD had displayed a plan for one of the locations. He said various government departments should work together in the planning of a major project. However, government departments currently executed their duties individually without any coordination. He asked if the CEDD had meetings with the HD or other relevant departments to jointly discuss this issue. If the answer was negative, the NDC was willing to act as a coordinator for different departments. If the answer was affirmative, he requested the CEDD to provide the planning concerned.

170. Mr Jeffrey LUK responded that the CEDD had joint meetings with other relevant departments on a regular basis to discuss planning details of the NDA. As for Members' suggestions on provision of parking spaces for large vehicles at government venues, underground areas of parks and public space, he would relay the comments to the colleagues concerned after the meeting so that they would discuss and follow up with the PlanD, the TD, the HD and so on.

171. The Chairman suggested adding the item to the item for Matters Arising and the CEDD would report the progress to the Committee.

Secretariat  
CEDD

**Item 15 - Proposal: To Provide more Motorcycle Parking Spaces in North District**

(Paper No. 5/2021)

**Item 16 - Proposal: To Look into the Problem of Abandoned Motorcycles in North District and to Clear the Motorcycles**

(Paper No. 22/2021)

172. The Chairman said as item 15 and item 16 were both related to motorcycles, he suggested that the discussion of the proposals be combined.

173. Ms LAM Tsz-king presented Paper No. 5/2021.

174. Mr Franco CHEUNG presented Paper No. 22/2021.

175. Ms LAM Tsz-king put forward the following comments:

- (a) The reply of the TD stated that new roadside parking spaces for motorcycles had been provided. However, she said that the new parking spaces were mainly located in the vicinity of Fanling South and Luen Wo Hui but not in Sheung Shui; and
- (b) The written reply stated that the Government had provided public parking spaces in the vicinity of suitable Government, Institute or Community facilities under the principle of “single site, multiple use”. She had enquired of the Link about parking spaces for motorcycles. The Link explained that losses would be incurred if new parking spaces for motorcycles were provided. It would be more profitable to provide parking spaces for private cars than for motorcycles. The Link suggested that the HD and the TD be consulted on the designation of vacant areas in Choi Yuen Estate as parking spaces for motorcycles. She said as there were many motorcyclists, inadequacy of parking spaces for motorcycles posed a serious problem.

176. Mr CHOW Kam-ho put forward the following comments and questions:

- (a) The vicinity of Luen Wo Hui Refuse Collection Point (“RCP”)

was one of the locations at which the largest number of motorcycles were parked. Some motorcycles had been left there for one or two years without being removed. He had reached the North District Office (“NDO”) to discuss this issue. However, the motorcycles had not yet been removed as at last week. He added that there was a school and an emergency vehicular access in the area of Luen Wo Hui RCP. Discarded motorcycles generated impacts on residents and students in the vicinity. He hoped that the department would step up patrol and clearing;

- (b) He was unsure about the complexity of procedures in clearing these abandoned vehicles and illegally parked motorcycles. The reply of the department stated that clearing action should be taken by various departments. However, he eventually found out that no government department had ever cleared these motorcycles; and
- (c) According to the written reply of the TD, the TD would discuss with relevant departments about joint operation to clear the motorcycles. The location concerned would be incorporated into enforcement area. He would like to ask two questions in this respect. Firstly, he asked about the duration of the operation arrangement. He had brought the issue to the attention of the NDO for nearly one year and he could not accept that discarded motorcycles had not been handled for one year. Secondly, if similar cases took place in the future, he wondered whether the cases would promptly be handled. For instance, the department should conduct regular inspections on blackspots and handle abandoned motorcycles within a prescribed period.

177. Mr Vincent CHAN agreed with the views of the aforesaid Member. He asked if the department could consider providing several new parking spaces for motorcycles in the vicinity of residential estates which had equipped with parking spaces for motorcycles. According to the reply of the TD, the last clearing operation was effective. He asked how “great effectiveness” was defined.

178. Mr CHIANG Man-ching said Sheung Shui Wai was faced with the problem likewise. Many motorcycles without vehicle licence discs were abandoned in the carparks of Sheung Shui Wai. He hoped that the department would carry out prompt actions to clear the motorcycles.

Although the problem of abandoned motorcycles was not urgent in Tsui Lai Garden, he requested the department to handle them.

179. Mr KO Wai-kei indicated that abandoned electric bicycles had not been included in the previous joint operation on clearing of bicycles. He asked how the department would handle electric bicycles.

180. Mr Franco CHEUNG put forward the following comments and questions:

- (a) As motorcycles could use free parking spaces commonly known as “T shape parking spaces”, he estimated that only very few people were willing to pay for parking spaces. He therefore opined that it was not useful for the department to encourage developers to construct more paid parking spaces;
- (b) In addition to provision of more parking spaces, the Government should clear motorcycles which had been illegally parked or had occupied parking spaces for a long time so that more parking spaces could be released; and
- (c) He enquired about when the joint operation on clearing would be conducted and the procedures of the operation. He asked if Members were required to provide information on locations with illegal parking of motorcycles to ensure the effectiveness of the operation.

(Mr LAW Ting-tak left the meeting at this juncture.)

181. The Chairman supplemented that abandoned motorcycles were also found near Tin Ping Estate. One of the abandoned motorcycles had been parked for two years and he had solicited the assistance of the Food and Environmental Hygiene Department (“FEHD”). However, the FEHD considered that this motorcycle was a property rather than a piece of trash and refused to take action. After the Police posted a notice, the motorcycle was confirmed to be abandoned. After this case was referred to the District Lands Office, North, (“DLO/N”), the DLO/N indicated that the case was not under its purview. All in all, the departments kept passing the buck. Finally, it was fortunate that Miss Gloria LAM, Assistant District Officer (North) (“ADO”) coordinated the handling of the case. He asked Miss LAM to elucidate why the problem of abandoned motorcycles could not be

resolved all along and explain the progress of coordination. He concluded it was absurd that the government departments failed to resolve the problem after so much time had been used.

182. Miss Gloria LAM made a consolidated response to Members' questions and comments as follows:

- (a) The Government had kept an eye on the longstanding problem of abandoned motorcycles which did not occur only in North District. According to her knowledge, the operation mode of joint operation had previously been piloted in Yau Tsim Mong District jointly by the Home Affairs Department ("HAD") and relevant departments. The HAD and other departments were currently reviewing the efficacy of the operation;
- (b) She explained that it had been difficult to resolve the problem of abandoned motorcycles because the division of duties among departments was complicated. For instance, confirmation of the status of abandoned motorcycles, towing of abandoned motorcycles, posting of notice, handling of abandoned motorcycles were responsibilities of different departments and division of labour took time. The HAD was currently reviewing the efficacy of the joint operation. Order of trial operations in various districts would be prepared upon completion of the review;
- (c) While she understood the severity of the problem of abandoned motorcycles in North District, the problem was even more serious in other districts. She regretted that a schedule of clearing operations was not available at this stage and she would make further enquiries of the HAD about the arrangement concerned;
- (d) As per Members' enquiry on whether the procedures could be speeded up when similar incidents took place in the future, she said the processing of complaint cases about abandoned motorcycles could be speeded up if division of duties was properly performed among various departments;
- (e) In response to Mr Vincent CHAN's question on the definition of "great effectiveness", she believed that the written reply was associated with item 17. She would make a reply later;

- (f) She welcomed Members to provide information on the locations of abandoned motorcycles via emails so that she could make coordination and prepare a location priority list for clearing abandoned motorcycles;
- (g) She had brought the issue of abandoned electric bicycles to the attention of the HAD. As there were some grey areas for electric bicycles, the HAD was still studying the issue; and
- (h) She welcomed Members to make enquiries of her about abandoned motorcycles.

(Post-meeting note: The NDO had relayed the cases pertaining to electric bicycles to DLO/N for processing.)

183. Mr Joseph YIP made the following response:

- (a) The issue of abandoned vehicles was complicated under the legal framework. For instance, when a car had no vehicle licence disc or one wheel was missing, there were questions about whether it was still considered a vehicle. He believed that there was an array of different views. The TD could therefore only cite the lands ordinances in the written reply. As the procedures of handling abandoned motorcycles were complicated, the NDO was responsible for coordinating the division of duties among various departments;
- (b) The TD would review the issue of abandoned motorcycles on a regular basis. The TD had followed up recent suspected cases of abandoned motorcycles detected during inspections in the district, and referred the cases to relevant departments to handle;
- (c) New motorcycle parking spaces were provided in Kwu Tung Market. If Members identified suitable locations for the development of parking spaces, they were welcome to provide the information to the department; and
- (d) He would relay to the estate management office of Choi Yuen Estate the proposed provision of parking spaces of motorcycles.

184. Mr CHOW Kam-ho thanked Miss Gloria LAM for the reply. However, he was unable to comprehend why the severity of problem of abandoned motorcycles in other districts would lead to failure in providing a schedule for joint operation in North District. According to his understanding, each district should be able to handle the issue on its own without having to wait for the arrangement by the HAD.

185. Miss Gloria LAM replied that the current clearing actions were coordinated by the HAD and an enforcement framework had been developed with different departments. She believed that operations were not carried out in various districts individually according to the order assigned, and joint operations could be conducted in several districts at the same time. She had only preliminary information for the time being and had reported to the HAD the severity of abandoned motorcycles in North District. Members would be notified once there was a schedule. She would follow up with Mr CHOW Kam-ho the abandoned motorcycles in Luen Wo Hui after the meeting.

186. The Chairman asked which departments would eventually join the final joint operations. He suggested that the TD provide information on the locations suitable for provision of parking spaces for motorcycles on its own initiative. It was hoped that the two parties could work together and study the provision of parking spaces for motorcycles in the future.

187. Miss Gloria LAM responded that the NDO was responsible for coordination in the entire joint operation. The NDO also handled complaints and collected information on blackspots. The TD was responsible for inspections and determining if motorcycles on public roads were abandoned motorcycles. The HyD was responsible for removing abandoned motorcycles on public roads. The DLO/N was responsible for handling abandoned motorcycles on unleased or unallocated government land. She could provide this preliminary information for the time being and more departments would probably participate when the operation was carried out. The details would be released in due course.

188. The Chairman asked how much time had been used for the entire trial project.

189. Miss Gloria LAM replied that as the HAD and District Offices of other districts were responsible for the operation, she was unable to provide

the relevant information.

190. The Chairman made a conclusion and requested ADO to continue following up the issue. Members should inform ADO if cases of abandoned motorcycles were detected. Moreover, he asked ADO to inform Members of the arrangement once detailed information on the trial operation was available.

NDO

**Item 17 - Proposal: To Request the Lands Department to Take Active Follow-up Actions on Illegally-parked Bicycles in North District**

(Paper No. 6/2021)

191. The Chairman welcomed Mr CHUI Yuk-ming, Administrative Assistant/Lands (District Lands Office, North) of the LandsD, to the meeting.

192. Ms LAM Tsz-king presented Paper No. 6/2021. She continued that there were still many illegally parked bicycles in Sheung Shui. She said she could not understand why the department stated that clearing actions were effective. She opined that posting of notices would not mitigate the problem of illegally parked bicycles and the effectiveness was low. She said the serious problem of illegally parked bicycles could possibly attribute to unfavourable locations of legal parking spaces for bicycles. For instance, many residents complained that seat covers of bicycles parked in the large parking area of bicycles outside Po Shek Wu Estate at Choi Yuen Road were stolen. They would rather park their bicycles at locations with higher pedestrian flow. She hoped that the DLO/N would study the problems pertaining to enforcement action and parking spaces.

193. Mr CHAN Wai-tat indicated that abandoned bicycles, both legally or illegally parked, had plagued North District for years. He had discussed with the former District Officer about stringent enforcement action. In his opinion, if the existing approach in which notices were posted and then clearing action was taken for abandoned bicycles that had not been collected within a prescribed period was adopted, the problem of illegally parked bicycles could not be resolved. This was because illegally parked bicycles were found in the morning and then notices were torn off in the evening.

The bicycles would not be illegally parked for one or two days and then be illegally parked again on the morning of the following day. The department could not take clearing action because the notices were torn off. In short, the existing mechanism could not change the habit of illegal parking. He opined that there was a need for stringent enforcement action and immediate clearing action should be taken once illegal parking was found. For instance, banners improperly put up by District Councillors were immediately cleared by government departments without any notice and fixed penalty tickets were issued. A deterrent effect was achieved. He opined that vigorous enforcement action should be taken for illegal parking and bicycles concerned should be confiscated. As such, the public would change their parking habit.

194. Mr Franco CHEUNG put forward the following comments and questions:

- (a) The effectiveness of the joint operation of government departments in clearing abandoned bicycles was remarkable. However, the problem of illegal parking of bicycles had not yet been resolved;
- (b) He asked how illegal parking of a bicycle was defined. According to his understanding, a bicycle was not legally defined as a vehicle in spite of its wheels. Theoretically, it could be parked anywhere. If it was illegally parked, it would only violate the regulations on obstruction to scavenging operations or obstruction of street imposed by the FEHD. Fixed penalty tickets for illegal parking could not be issued. He therefore enquired about the definition of illegal parking of bicycles. He also enquired if there was any legislation governing parking locations of bicycles and which ordinance would be contravened by if a bicycle was not parked in a designated location;
- (c) For convenience sake, cyclists who took MTR to go to work usually left their bicycles in the vicinity of MTR stations rather than in the designated parking areas for bicycle. He illustrated with an example. Large vacant areas outside Fanling MTR Station and Sheung Shui MTR Station were used for parking bicycles. However, residents of Ching Ho Estate and Choi Yuen Estate in Sheung Shui would not take a detour to park their bicycles at the designated areas. They left the bicycles on the

bridges before they entered the stations. While he understood the problem should not be attributed to the department, he suggested that the need of users be taken into account when parking areas for bicycle were provided; and

- (d) Provision of “7” type railings was not effective in preventing the use of bicycle locks.

195. The Chairman enquired whether consideration would be given to invoking the Summary Offences Ordinance at other illegal parking blackspots, in addition to invoking the Ordinance at MTR stations to clear obstruction caused by illegally parked bicycles.

196. Miss Gloria LAM made a consolidated reply to the questions and opinions of Members:

- (a) Exit B of Sheung Shui MTR Station had always been a target area of illegally parked bicycles clearance;
- (b) There were two types of bicycle clearing actions coordinated by the NDO. The first type was conducted under the Land (Miscellaneous Provisions) Ordinance (Cap. 28 of the Laws of Hong Kong). In accordance with this Ordinance, the department was required to post a notice for at least 48 hours prior to the removal of a bicycle occupying a piece of unleased or unallocated government land. If the notice had been torn off or the bicycle had been removed after 48 hours, the department was unable to take any clearing action. As Members had mentioned, it was ineffective to post notices. In view of this, another trial programme using the Summary Offences Ordinance (Cap. 228) was conducted. This programme was coordinated by the NDO and executed by the TD. This Ordinance stipulated that the department was required to post notices on illegally parked bicycles for at least three hours. As the time required for the enforcement was relatively short, more illegally parked bicycles had been cleared. The TD therefore stated in the written reply that effectiveness was remarkable;
- (c) There was a limitation for using the Summary Offences Ordinance because the ordinance was only applicable to the footbridge at the exit B of Sheung Shui MTR Station and the vicinity of the elevator

at the footbridge of Fung Ying Seen Koon near Fanling MTR Station. The areas subject to enforcement action in North District were limited. The effectiveness was also limited due to the small area for enforcement. She understood that Members hoped the Government could review effectiveness of enforcement action. She was currently discussing with the TD on expanding the scope of enforcement under the Summary Offences Ordinance to cover the locations of illegal parking as suggested in the proposal;

- (d) As per confiscation of bicycles, bicycles cleared under the Land (Miscellaneous Provisions) Ordinance could not be retrieved. However, bicycles cleared under the Summary Offences Ordinance could be retrieved upon application to the TD within seven days; and
- (e) As for definition of illegal parking of bicycles, bicycles were only allowed to be parked at designated parking areas for bicycles.

197. Mr CHUI Yuk-ming made a consolidated reply to the questions and comments of Members:

- (a) The Land (Miscellaneous Provisions) Ordinance did not require posting of a notice for at least 48 hours. However, the day on which the notice was posted under the Land (Miscellaneous Provisions) Ordinance was not counted. He took the minimum notice period of one day as an example, the department could only take clearing action on the third day;
- (b) He went to Choi Yuen Estate in Sheung Shui this morning to have a site inspection and noticed that over 20 bicycles were parked at the location. Prior to the establishment of the inter-department working group in 2016, there were over 390 illegally parked bicycles at this location. Therefore, in terms of quantity, the effectiveness of clearing of illegally parked bicycles was remarkable since the establishment of the inter-departmental working group. A clearing operation could generally be carried out about once a month with the coordination of the NDO; and
- (c) The department did not only post notices but also made records and took photos during clearing operations. As such, even a notice had been torn off, the department would clear identified

illegally parked bicycles found on the clearing day.

198. Mr Alex LAM added that illegally parked bicycles cleared under the Summary Offences Ordinance could not be retrieved on application. The person concerned could be prosecuted. As per the proposed use of the ordinance to cover more blackspots of illegal parking, he said the NDO would act as a coordinator.

199. The Chairman asked the DLO/N if an owner of a bicycle tore off the notice and moved a bicycle to another position after a notice was posted, he wondered whether clearing could be carried out.

200. Mr CHUI Yuk-ming responded that the department had no authority to clear the bicycle as long as the bicycle had been moved.

201. The Chairman concluded that as there was a loophole in the Land (Miscellaneous Provisions) Ordinance, he asked the NDO and TD to discuss and handle blackspots of illegal parking of bicycles under the Summary Offences Ordinance progressively with a view to enhancing the effectiveness of clearing actions.

**Item 18 - Proposal: To Enhance the Cycling Network in Rural Areas in Sha Tau Kok**  
(Paper No. 7/2021)

202. Mr KO Wai-kei presented Paper No. 7/2021. He was disappointed at the written reply of the CEDD because the department failed to conceive a long-term plan to extend the New Territories Cycle Track Network to other places in the New Territories. He said cycling was a popular activity in rural areas. Many cyclists went cycling in rural areas even on weekdays during the epidemic. Setting off from Fanling, they cycled along Sha Tau Kok Road, Nam Chung, Luk Keng and Wu Kau Tang to Tai Po, or even all the way through to the vicinity of Tai Mei Tuk and San Mun Tsai. There were also some people cycled from Tai Po to Fanling. In view of this, he hoped that the department would have plans to consider and study this proposal, explore the feasibility and formulate a schedule for implementation. He further remarked that while the Government frequently promoted cycling by organising, for example, road cycling races in rural areas such as Nam Chung and Luk Keng, it failed to

provide basic safety facilities for cycling and its persuasiveness in promoting cycling was undermined. Besides, he hoped that the TD would also respond to this proposal. The TD had previously indicated it did not have any plan to develop a cycle track in Sha Tau Kok Road on account of the current bicycle flow, land issue and cost-effectiveness. He opined that the road section from Sha Tau Kok Road to Luk Keng was narrow and with a large flow of heavy vehicles and there were many roadside trees. In view of the uneven road surface and absence of cycle track, villagers and visitors were forced to walk on the vehicular road, entailing many fatal traffic accidents. All in all, the TD should not reject the proposal due to cyclist flow and land issue. Road safety should be considered as a factor. He hoped that relevant departments could study the proposal on the development of cycle tracks.

203. Mr Franco CHEUNG said cycling was only a pastime to the CEDD. However, many residents in the New Territories used their bicycles for work. Generally speaking, he hoped that the CEDD and the TD could improve the cycle network in the vicinity of Sha Tau Kok rural areas. When planning the development of cycle tracks, the departments should give more consideration to commuting purpose and should not regard cycling as a mere leisure activity.

204. Mr CHAN Wait-tat supported the proposal. While he appreciated the difficulty in planning, he hoped that the proposal would shed light on bicycle friendly policy which accentuated the balanced use of roads by both bicycles and private cars. He understood the difficulty of developing cycle tracks because a divider and railings were required between cycle tracks and vehicular roads. Besides, a cycle track occupied a lot of areas and there were standards governing the width of cycle track. However, he opined that the Government should strike a balance and foster the co-use of roads by bicycles and private cars especially in North District by bicycle friendly policy. For instance, some areas of road sections with less vehicular flow could be designated as cycle tracks. He hoped the department would not consider the existing standards of cycle track, but to introduce some friendly policies to promote co-use of roads by bicycles and private cars. He believed that the policy would facilitate future development.

205. The Chairman was discontented with the reply of the CEDD. He remarked that the population of Sha Tau Kok was on the rise but public transport was not well developed. Many residents relied on bicycles for transportation. He was disappointed in the absence of long-term planning

for extending the New Territories Cycle Track Network and considered it a disregard of safety of rural residents. He hoped the department could overcome the difficulties and identify locations along Sha Tau Kok Road for the development of cycle tracks.

206. Mr Jeffrey LUK responded that the CEDD strived to promote the projects on the New Territories Cycle Track Network and cycle tracks were mainly for leisure and recreational purposes. As for issues such as road safety and improvement of traffic network to facilitate use of bicycle as a means of transport as suggested by Members, they would need to be addressed by the TD. Furthermore, the CEDD noted the suggestion of Mr KO Wai-kei and would rely it to the relevant colleagues to follow up.

207. Ms Jocelyn TSANG made a consolidated reply to Members' comments and suggestions as follows:

- (a) With exception for highways, Government tunnels and Bicycle Prohibition Zones which had been designated for road safety purposes, cyclists and other road users enjoyed an equal right to use public roads under prevalent legislation subject to their compliance with traffic regulations. The provision of co-use lanes was therefore not required;
- (b) As per the development of cycle tracks in Sha Tau Kok as proposed by Members, the Government provided cycle tracks and associated facilities in new towns and NDAs according to the actual circumstances to facilitate use of bicycles for recreational purposes or for short trips; and
- (c) As per the development of cycle tracks to facilitate use of bicycles as a means of transport for short trips, the TD would take into account figures of traffic accidents of the locations concerned, current and future bicycle flow, site conditions and topographic limitation (such as proximity to slopes), feasibility of works, cost-effectiveness and land resumption. Moreover, views of local communities would be sought. According to a survey conducted at Sha Tau Kok Road - Ma Mei Ha, the bicycle flow was much smaller than the bicycle flow requirement for development of cycle track set out in the guidelines. The observation of the department revealed that cyclists at Luk Keng and Bride's Pool Road were mainly for visit and for practice and they did not use bicycles for

commute. Besides, the width of newly developed cycle track should be at least 3.5 meters and with space on both sides. In other words, a 5-meter wide area of land was required for the development of a cycle track. Taking bicycle volume and the areas required into account, the TD did not have any plan to develop cycle tracks in Sha Tau Kok Road, Luk Keng Road and Bride's Pool Road.

208. Mr Franco CHEUNG said he understood cyclists also had the right to use roads but opined that bicycles were different from other vehicles. According to the reply of the department, cyclists were fully entitled to use Sha Tau Kok Road without the need of a cycle track. However, he questioned the practicability and was concerned about congestion. Besides, as licences were not issued to bicycles and no insurance for third party was required, it was difficult to take enforcement action even there was a breach of traffic regulation. The prevalent legislation did not impose much limitation on bicycles. Enjoying the right to use roads, cyclists did not have to carry out adequate obligation. In short, he opined that the development of a cycle track for use by cyclists only was necessary rather than telling cyclists to use the existing road network.

209. Mr KO Wai-kei enquired the TD if the development of cycle tracks could depart from the standards and adjustments be made according to the geographic location or surrounding environment. For instance, the width of a cycle track could slightly be shortened. He hoped that the department would further study and consider the proposal, and should not reject the proposal because the standards of development of a cycle track could not be met.

210. The Chairman put forward the following comments and questions:

- (a) Although both bicycles and private cars had the same right to use roads, they were not compatible in reality and disputes and accidents often occurred between them due to road sharing;
- (b) He agreed with the suggestion of Mr KO Wai-kei on considering the development in the light of geographic locations and slight departure from the policy;
- (c) He asked how the CEDD came up with a small bicycle flow at Luk Keng and Bride's Pool Road in the survey. He wondered

likewise how the bicycle flow were measured in the survey conducted by the CEDD prior to the construction of the cycle track linking the New Territories to Tuen Mun. He said that people also cycled on the roads at that time; and

- (d) He asked if the CEDD or the TD was responsible for the study and planning of the project. If it was the responsibility of the TD, he asked if the project could be handled with flexibility. Inconsistency with the policy should not be the sole justification for rejection of the proposal.

211. Ms Jocelyn TSANG made the following reply:

- (a) The CEDD was responsible for the study and implementation of cycle tracks which were for recreational purposes. The guidelines for the study of bicycle flow employed by the TD were about means of transport for short journey. The CEDD would elucidate how the routes of the cycle tracks for recreational purpose were mapped out later;
- (b) The TD would determine if the development of cycle tracks was necessary according to the volume of bicycle flow. The TD conducted a 16-hour survey in November 2020 to gauge the volume of bicycle flow. The results showed that the volume of bicycle flow was much smaller than the requirement set out in the guidelines. The data collected was acquired in the absence of cycle tracks. As such, the CEDD did not have any plan to develop a cycle track at Sha Tau Kok Road; and
- (c) Members had mentioned incompatibility of bicycles and private cars on roads. She reiterated that both bicycles and private cars should comply with the Road Users' Code. The Code laid down the proper attitude of cyclists and cycling guides. In addition, the TD had been promoting appropriate ways of cycling via publicity and education. It was hoped that road safety could be enhanced and cycling attitude could be improved to reduce traffic accidents. Bicycles and private cars could be compatible on roads.

212. Mr Jeffrey LUK responded that the CEDD employed the standards for provision of cycle tracks for leisure and recreational purposes. He did not have further information to supplement for the time being and would

revert to Members after the meeting.

213. The Chairman concluded and said that he hoped the department would promptly study the proposal and improve the long-term planning of the rural cycle track network in Sha Tau Kok. It should reply to Mr KO Wai-kei, Mr LAW Ting-tak and him in due course.

**Item 19 - Proposal: Effective Use of Bicycle Parking Spaces Beside Kun Chung Temple at Chi Fuk Circuit**  
(Paper No. 8/2021)

214. Mr Warwick WAN presented Paper No. 8/2021.

215. Ms Jocelyn TSANG responded that according to a site visit on 5 January this year, the TD noticed that there were a total of 306 permanent parking spaces for bicycles in the bicycle parking area near Kun Chung Temple in Chi Fuk Circuit, Fanling. However, there were no temporary parking spaces. The usage rate of the eastern part of the parking area was about 80% and the western area was about 20%. As there was a genuine usage rate for the western part of the parking area and the area could be engaged in emergency use and future development, the department currently did not have any plan to change the use of the western part of the parking area.

216. Mr Warwick WAN asked if the TD could release the land of the parking area of bicycles so that he could discuss with other departments to optimise the use of the site. He enquired if the site could be used for other purposes.

217. Ms Jocelyn TSANG replied that the TD would continue to monitor the usage rate of the aforesaid parking area. If it was found that there was no longer any demand for the parking area, the department would consult with the government departments concerned on using the site for other purposes and the feasibility so that government land resources could properly be utilised.

218. Mr Warwick WAN indicated that he had brought up the issue of parking spaces of bicycles in the vicinity of the location at the meetings of North District Management Committee many times. There were many

parking spaces but the usage rate was low. As the District Management Committee could only discuss the management of bicycles, land use of the site was not under its purview. The site was owned by the TD. He was concerned that if only relying on the TD to conduct the study, it would take a long time. He enquired which department was responsible if use of the site was changed to community use such as public toilet. He asked if he could put forth the proposal directly to the relevant department so that an internal study could be carried out.

219. Ms Jocelyn TSANG reiterated that the TD still needed to monitor the usage rate of the parking area for bicycles. As the current usage rate was about 20%, there was no plan to change the use of the parking area. However, the department would keep a close watch on the usage rate.

220. Mr Alex LAM responded that the TD could consult other departments if they would like to use the site. Even if the TD was willing to release the site, it would become vacant if no departments want to use it. He had just conducted a site visit there and found that many bicycles were parked there. As such, the TD would consider releasing the site for other purposes only if other departments requested to use it. Otherwise, the site would remain a parking area for bicycles.

(Mr CHOW Kam-ho left the meeting at this juncture.)

221. The Chairman asked how Mr Warwick WAN could proceed with the procedures. He wondered if Mr WAN should submit the proposal to the relevant department on his own and then refer it to the TD; or he should submit the proposal to the TD and then the TD would discuss it with the relevant department.

222. Mr Alex LAM responded that both parties could take action at the same time. He welcomed Mr Warwick WAN to reach the relevant department if he had a facility he wished to build. The relevant department could comment on his proposal. The TD would also reach and consult with the relevant departments on the use of the site. He reiterated that the TD still needed time to assess the impacts upon demolition of the facilities of the parking area.

223. Mr Warwick WAN thanked the Chairman for making the enquiries for him. He said the land use could partially be revised to a mixed mode and suggested that half of the site be developed as public toilets. He would

reach the NDO and the FEHD later to discuss his proposal.

224. Mr Franco CHEUNG supported the development of a public toilet at the site because people went hiking on Wu Tip Shan Path could use it.

225. The Chairman asked the TD and the NDO to make coordination and render assistance to Mr Warwick WAN in handling the issue. TD  
NDO

**Item 20 - Proposal: To Refurbish the Bicycle Parking Spaces at Tin Ping Estate (near the Entrance of Tin Ming House) on Jockey Club Road**

(Paper No. 23/2021)

226. The Chairman presented Paper No. 23/2021. He expressed his gratitude to the NDO for making coordination with relevant departments. He said the TD had stated that it was willing to take over the management of the facilities of the parking spaces for bicycles, and the HyD had confirmed that it was willing to undertake repair and maintenance works for the parking area of bicycles. He enquired of the TD and the HyD about the progress and requested the HyD to assist in providing street lights at the location.

227. Mr KWOK Long-fung asked if the cover would be retained in the new design of the parking spaces for bicycles. He also enquired if a schedule was available for the implementation of the parking area for bicycles off Tin Cheung House.

228. Mr Joseph YIP replied that the works near Tin Cheung House had been referred to the HyD for processing and he could not provide relevant information for the time being. As per Tin Ping House, the TD had completed the design of new parking spaces for bicycles and public consultation would be carried out for the proposal. When the consultation was finished after one month, the proposal would be passed to the works department to implement. Moreover, the NDO and the HyD would make response in respect of the joint clearing operation prior to the commencement of the works and the time required for implementation of the works.

(Post-meeting note: The HyD indicated that it was currently preparing the

works for the provision of additional parking spaces for bicycles off Tin Cheung House. It was estimated that the works would commence in July this year if everything went smoothly.)

229. Miss Gloria LAM responded that the NDO would coordinate the joint clearing operation to remove illegally parked bicycles. It was hoped that a refurbishment schedule could promptly be fixed together with the TD. According to previous experiences and observation, some people would put bicycles and sundries at the parking area of bicycles. The best action was to seal off the area immediately after clearing action was completed by the TD and the HyD so that the works would commence. She was currently discussing with the TD on the refurbishment schedule.

230. The Chairman asked the NDO and relevant departments to make coordination for the procedures. NDO

231. Mr Joseph YIP added that according to the result of cross-department discussion and preliminary consultation of individual Members, the cover of the parking area for bicycles would not be retained. However, the department would incorporate this option into the public consultation and seek other views.

232. The Chairman asked if covers would be constructed for other parking areas for bicycles.

233. Mr Joseph YIP replied that according to the guidelines of the TD, parking areas for bicycles were uncovered. If a cover was to be furnished, special procedures would be undergone and special design would be adopted.

234. The Chairman asked ADO to continue following up the aforesaid issue.

**Item 21 - Proposal: To Combat the Occupancy of Roads by Recycling Vehicles at Wai Ming Street**  
(Paper No. 24/2021)

235. Mr CHAN Wai-tat presented Paper No. 24/2021. He suspected that two or three vehicles were involved. One was a compressed garbage

truck which was mainly used to collect waste paper. Another one was a box truck used to collect used electrical appliances. He said many environmental organisations were engaged in recycling business in the district and he understood the grassroots had to collect waste paper to earn money. However, as this location was in close proximity with domestic dwellings, traffic conditions and environmental hygiene were at stake. He was therefore particularly concerned about the issue. He had previously explored the issue with the Police Public Relations Branch but no improvement had been made for years.

236. Mr TSUI Yick-fook indicated that the Police had noted the problem and colleagues of Sheung Shui Division had been notified to follow up. As per street obstruction, the Police made prosecutions against people occupying public roads where necessary. As for unclaimed waste, the Police would notify the FEHD to remove the waste. Although the Police could not provide the number of prosecution cases against specific vehicles, it was aware that two or three recycling vehicles were parked at Fai Ming Road, Wah Ming Road and Wai Ming Street. He said if the vehicles were not parked in restricted areas, they had the right to pick up or drop off passengers or load or unload goods. However, if they were parked at a location for a long time, the Police would instigate prosecutions. From November to December 2020, the Police had prosecuted a total of 1 916 vehicles in the vicinity of Fai Ming Road and Wah Ming Road. The Police would reach engineers of the TD and study if some locations should be designated as restrict areas to prevent prolonged parking. He said if a vehicle picked up or dropped off passengers or loaded or unloaded goods outside a restricted area, the Police had no authority to make prosecution. He therefore requested Members to provide information on the location concerned. He remarked that if parking at the location was required, a vehicle could be parked in a housing estate or other suitable places. He stressed that the Police would continue to combat illegal parking.

237. The Chairman asked the Police to stay in touch with Mr CHAN Wai-tat in respect of this issue. HKPF

**Item 22 - Proposal: To Follow Up the Road Works at Wai Ming Street**  
(Paper No. 25/2021)

238. Mr CHEUNG Chun-wai presented Paper No. 25/2021. He made

further enquiries about the reply of the HyD. As the HyD had indicated that it would closely monitor the works, he asked if the department had assigned officers to monitor the three-day works and what the conditions were at that time, especially about noises. Besides, he opined that there were breakdowns of communication and asked the department if the management offices of the residential estates would be notified of the works. He said there were three residential estates in his constituency and only one estate had been notified. However, the location of the works was close to the other two estates.

239. Mr CHAN Wai-tat said he would like to know more about notification of works given to residential estates. Road works at Wai Ming Road had generated impact on Flora Plaza, Yan Shing Court, Wah Ming Estate and even farther on Wah Sum Estate and King Shing Court. Lai Ming House of Wah Ming Estate was situated next to the location of the road works. However, the management office of Wah Ming Estate had not received any notification of the works. After the third works project was completed, he received a lot of complaints against an absence of notification in advance. While he could have done more to acquire information on the works schedule, the department should have notified the management offices of the works. As there were over one hundred trips of buses on the road every day, the road surface was damaged shortly after the repair works were completed by the HyD. He believed that frequent repair works were necessary at this location. Although it was not the first time that works were carried out during nighttime, the number of complaints was especially great this time. He requested the HyD to reach the relevant District Councillor next time prior to commencement of repair works and to discuss other options. Works at night should be avoided where possible lest people should be disturbed during sleep.

(Mr KO Wai-kei left the meeting at this juncture.)

240. Mr TAM Bit-ching responded that the HyD would endeavour not to carry out works at night. However, the location of the works this time was close to bus stops and minibus stops. The department was concerned that significant impact would be created if works were carried out in daytime. As such, works were conducted at night. The department had applied to the EPD for Construction Noise Permit prior to the commencement of the works. Officers were assigned to monitor the contractor to ensure that requirements of the permit were complied with and to minimise the impact of the works. As he did not have detailed

information on which residential estates had been notified prior to the commencement of the works and the number of officers engaged in monitoring the contractor, he would make supplement to Members after the meeting. The HyD would seek the views of Members and improve the arrangement for works in the future.

(Post-meeting note: The HyD indicated that residential estates in the vicinity of the works site had been notified prior to the commencement of the works. These estates included Flora Plaza, King Shing Court, Yan Shing Court, Wah Ming Estate, Cheong Shing Court and Yung Shing Court. The HyD would review the arrangement for reaching residents with a view to fostering communication. The HyD had assigned an officer to monitor the works on site to ensure the requirements were adhered to and prompt completion of the works. The machines used were also in compliance with the relevant noise control standards.)

241. Mr CHEUNG Chun-wai indicated that Mr CHAN Wai-tat and he had conducted a site visit. However, the officer of the HyD had conducted the surveillance by sight. Although a Construction Noise Permit had been obtained from the EPD, he suggested that decibel meter be used to measure the noise level on the works site and in the residential estates. The works could be suspended or other machines producing less noise could be used once there was noise exceedence. He said King Shing Court was located a few roads away from the works site. However, a resident residing on approximately the 30th floor said that the noise sounded so close and he was asked to reflect his distress to the department. He hoped that the HyD could notify the management offices via phone calls or messages as far as liaison was concerned. Furthermore, he hoped that the HyD would not only inform Members of the works schedule upon obtaining a Construction Noise Permit issued by the EPD but also consult with Members on the works including dates of works and relevant items. He said other Members and he received a lot of complaints every time upon completion of works. He opined that it was unfair that the decision was vested with the HyD but Members had to take the rap once there was a problem. He hoped that the HyD would make improvement on liaison in respect of works in the future.

242. Mr TAM Bit-ching replied that he would relay Members' comments to colleagues concerned with a view to improving the arrangement in the future.

243. The Chairman concluded that the function of a District Councillor was to act as a bridge between government departments and residents. Before works were carried out, Members could notify residents in advance or notices could be posted at the management offices so that residents would be more prepared. He asked the HyD to enhance communication and consultation with Members. He continued that while road repair works was not a bad thing, mere notification to residents was inadequate. In this incident, Members were blamed by residents. Members could just give the telephone number of the HyD to residents but this outcome would not be welcomed by anyone. He asked the HyD to have more communication with contractors to make improvement.

**Item 23 - Proposal: To Explore the Provision of Steel Bollards in the Vicinity of Pedestrian Crossing at Fung Nam Road**  
(Paper No. 26/2021)

244. Mr CHIANG Man-ching presented Paper No. 26/2021.

245. Mr Joseph YIP made supplement to the written reply of the TD. He said the two sides of the crossing had been designated as restricted areas for picking up and dropping off passengers and loading and unloading of goods. Picking up and dropping off passengers, loading and unloading of goods or parking during the prescribed hours in the restricted areas were in breach of the regulations. The TD had requested the Police to step up enforcement against illegal activities and ensure public safety.

246. Mr CHIANG Man-ching indicated that residents were seriously disturbed by this problem. He opined that enforcement action against illegal parking by the Police did not address the root problem, and it was impossible for the Police to take enforcement action for 24 hours. He said most of the illegally parked vehicles were large articulated vehicles conveying steel bars and stone blocks. They were difficult to be moved away even if the Police was called. He opined that the provision of bollards was a long-term solution. Safety awareness of motorists should be heightened and they should be prevented from parking on safety island. He remarked that the written reply of the TD failed to directly respond to the feasibility of the proposal and he asked the TD to carefully consider the proposal.

247. Mr Joseph YIP indicated that if motorists insisted on illegal parking and the Police did not take any enforcement action, the problems could still not be resolved even bollards were provided by the TD. As a bollard was foldable, a car could actually run over it and then was illegally parked. The provision of bollards could probably give rise to other issues. For instance, some bollards were unable to pop up again after they were run over by cars and the HyD was required to conduct repair and maintenance works. Moreover, if a bollard was detached from its original position, it would jeopardise other motorists or even probably cause grievous harm to motorcyclists moving at a high speed. As such, he opined that other problems would arise if illegal parking was handled by an inappropriate solution. It was not a proper attitude to address the problem. Enforcement action should be the solution to this problem.

248. Mr Franco CHEUNG indicated his support for the proposed provision of bollards. However, he also agreed with Mr Joseph YIP's point of view. He said dividers had been placed at a bus stop and minibus stop near Tin Wang Court at Chuk Yuen Road in Wong Tai Sin with a view to separating the lanes. When there were other cars in front of the bus stop and minibus stop, vehicles in the stop could not come out. There was therefore no illegal parking at this location. He believed that the situation was not the original intention of provision of the divider. However, the design had increased the difficulty of illegal parking and expanded the affected area. However, he agreed with Mr YIP in principle. Residents would not tolerate illegal parking and they requested for prosecution or removal of illegally parked vehicles. The proposal put forth by Mr CHIANG Man-ching would increase the cost of illegal parking and expand the affected area. He initially opined that provision of bollards was an effective solution and intended to propose provision of bollards at the bus stop at Yat Ming Road (Ka Shing Court). However, he agreed with Mr YIP in principle that enhancement of enforcement action should be the solution. In the long run, he hoped that the TD would study the provision of facilities and their feasibility so as to increase the cost of illegal parking. As per the design of Fung Nam Road, there would probably not be sufficient space for the provision of dividers and requirements should be met. He added that he initially intended to propose markings of double white lines or dividers, causing obstruction by illegally parked vehicles and increasing the difficulty of illegal parking. However, it was reasonable to adopt Mr YIP's approach in principle.

(Ms WONG Hoi-ying left the meeting at this juncture.)

249. Mr CHIANG Man-ching understood the consideration of the TD. He said if the department conducted a site visit with him, it would see large vehicles moving at the opposite direction and this problem occurred at least once for every 30 minutes. He received compliant phone calls from passersby occasionally and had site visits. Some parts of vehicles were on the opposite lane as shown by the orange large vehicle in Attached Photo Three. He would continue to consider different measures to deal with the issue. For instance, he suggested that restrictions on the weight of large vehicles be imposed and one-way traffic be implemented. He hoped that TD would render assistance. He continued that it was impracticable for the Police to issue tickets right away and it was difficult to remove large vehicles. He hoped that the TD could conduct a site visit with him and cooperate with various parties with a view to resolving the problem by law enforcement and other measures.

250. Mr Joseph YIP indicated that he was annoyed by illegal parking as well. Being a traffic engineer, he could only provide more road markings and signs which would be effective only when the public were law-abiding. These measures were ineffective if motorists refused to comply with the law. He said a responsible motorist should consider the impact of illegal parking. Generally speaking, illegal parking at road junction was unacceptable. If the TD provided bollards, other problems could arise if motorists turned a blind eye to safety of other road users and still illegally parked their vehicles at locations with marking of double white lines or in restricted areas. If dividers were placed, a vehicle probably had to move at an opposite direction because it could not go back to its original lane. Besides, dividers would obstruct road repair works. He opined that these facilities were not an answer to the problem. The root problem should be addressed by law enforcement.

251. Mr Franco CHEUNG added that there was precedent for the Government to use facilities or systems in lieu of law enforcement. For instance, the FEHD washed streets on which there were street sleepers. The Leisure and Cultural Services Department installed metal railings on benches in parks or triangular stone blocks under bridges to prevent occupation by street sleepers. As such, illegal activities could be curbed by provision of facilities other than law enforcement. He stressed that he concurred with Mr YIP that the problem stemmed from motorists who illegally parked their cars and these people were the instigators, not

government departments. Police officers who were the law enforcement officers had made strenuous efforts.

252. Mr CHIANG Man-ching asked if the TD would consider his proposal (e.g. imposing a ten-ton weight limit for large vehicles) and enquired about its feasibility.

253. Mr Joseph YIP said as there were many parking spaces for large vehicles at this location, inconvenience would be caused to many drivers if the TD imposed the aforesaid restriction. He opined that even this measure could help to mitigate the problem posed by some drivers, inconvenience would be caused to many others. As such, implementation of such measure was not justifiable.

254. The Chairman hoped that the Police would undertake to step up enforcement in this regard. He said many used baskets from the market had always been discarded in flower planters in the vicinity of Chi Cheong Road in the past. Then the relevant government department put some fences outside the flower planters. However, some baskets were currently thrown at the roadside. A measure could be tried even it did not tackle the root problem. Although he was not sure about the complexity of works proposed by Mr CHIANG Man-ching, he opined that the TD should put some bollards at the location if the works were feasible and then assess the effectiveness. If the bollards were ineffective, they could be removed. While it was unadvisable to deter law breakers by measures other than enforcement action, he opined that flexibility should be exercised by considering other approaches. He said Tin Ping Road experienced illegal parking problem likewise and the problem remained unresolved. Members therefore came up with different measures in attempt to solve the problem. While he appreciated the difficulty of the TD, he requested for its assistance.

255. Mr Joseph YIP responded that if the TD was empowered by the law, he did not mind putting more road markings and signs to address the issue. However, he had recently observed that some drivers parked their cars on vehicular lanes with marking of double yellow lines and then left. He therefore doubted the effectiveness of additional road markings and signs. In the meantime, the TD would consider the pros and cons of the proposal. As per the proposal put forward by Mr CHIANG Man-ching, he was concerned that the shortcomings would outweigh the benefit. As such, he

opined that enforcement action would be more appropriate.

**Item 25 - Any Other Business**

(a) Widening works from Sheung Pak Tsuen to Jockey Club Road

256. Mr CHIANG Man-ching was concerned about the widening works from Sheung Pak Tsuen to Jockey Club Road. He said the works had been discussed for a long time and would like to follow up. He requested to promptly arrange a site visit.

257. Mr Joseph YIP replied that the TD could not provide relevant information for the time being. He would reach Mr CHIANG Man-ching after the meeting.

TD

(b) Handling of Miscellaneous Objects on Central Divider of Vehicular Road

258. Mr CHAN Wai-tat asked which department was responsible for handling miscellaneous objects on central dividers of vehicular roads. He noticed that miscellaneous objects such as ladders, chairs and stones were placed on the central divider at the bus stops at Wah Sum Estate and Flora Plaza to facilitate climbing across the dividers to cross the road. Contractors of the FEHD were responsible for cleaning up the vehicular roads along specified routes. However, they would not handle the rubbish on the central dividers. The objects posed jeopardy to climbers and caught drivers by surprise because they would not expect any climbers coming out from the central dividers.

259. Mr TAM Bit-ching said the HyD would attempt to follow up the issue. If it could not be handled, the HyD would reach other departments to deal with it.

260. Mr CHEUNG Chun-wai indicated that he had received many complaints about similar problems and the issue was longstanding. This was the reason for his proposed provision of crossing at this location. Ms Jocelyn TSANG and he had had a site visit and he had reached the HyD. The current solution was to remove objects every time after they were found.

He was aware that some people had even removed the railings at a location to cross a road. He therefore requested to discuss with the HyD and work out some solutions.

261. Mr TAM Bit-ching indicated that he would reach the Members after the meeting and follow up the issue.

262. The Chairman asked the HyD to reach Mr CHAN Wai-tat and Mr CHEUNG Chun-wai after the meeting.

HyD

(Post-meeting note: The HyD indicated that the miscellaneous objects on the central divider had been removed. The two Members were notified of the clearing on 10 March. If similar problem was detected again, Members could notify the HyD and the HyD would render assistance as far as possible.)

### **Item 26 - Date of Next Meeting**

263. The Chairman announced that the next meeting would be held at 9:30 a.m. on 10 May 2021 (Monday) in the NDC Conference Room.

264. The meeting was adjourned at 5:19 p.m.

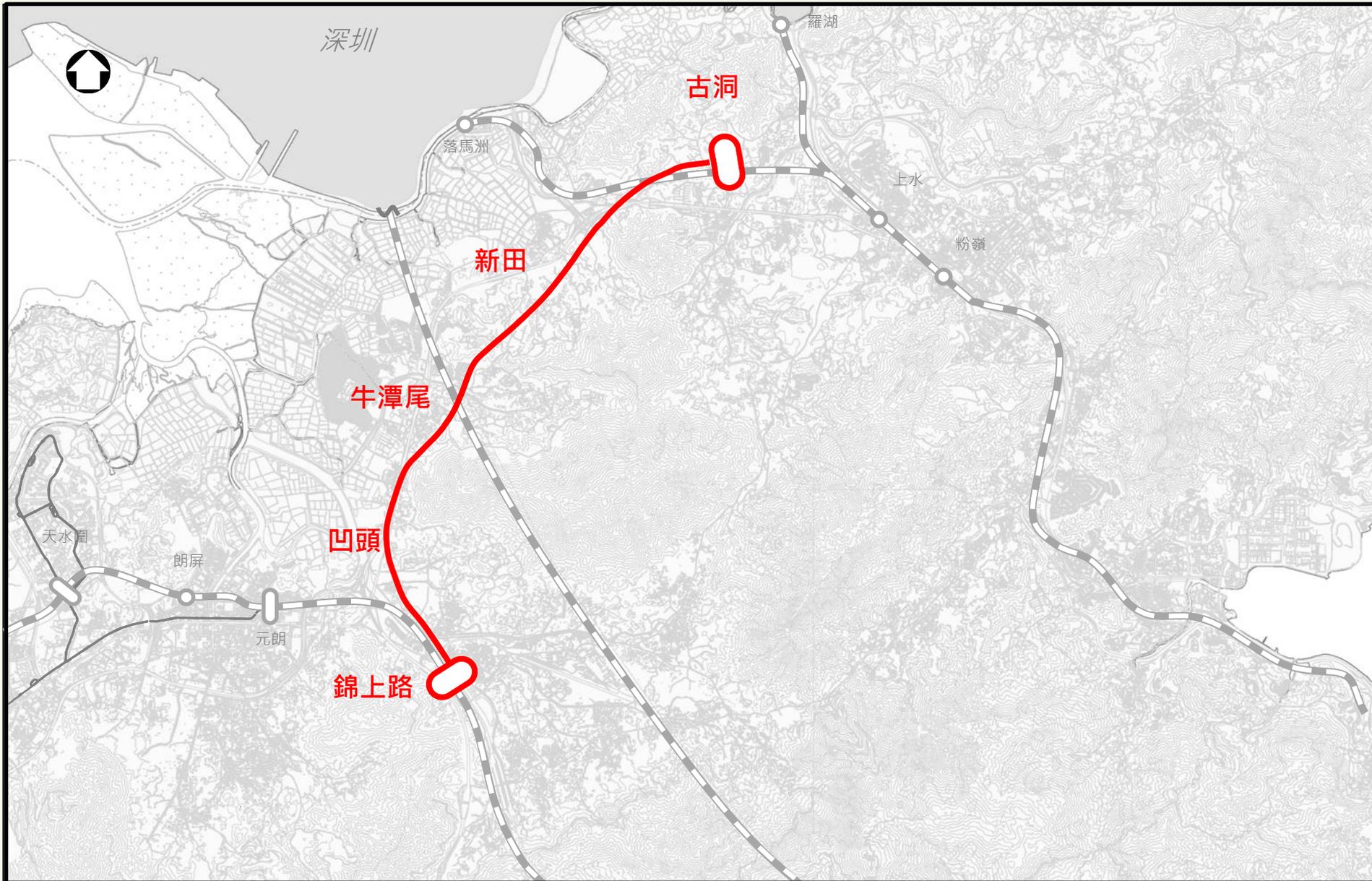
North District Council Secretariat  
April 2021

# 北環線項目簡介

## 北區區議會 交通及運輸委員會會議

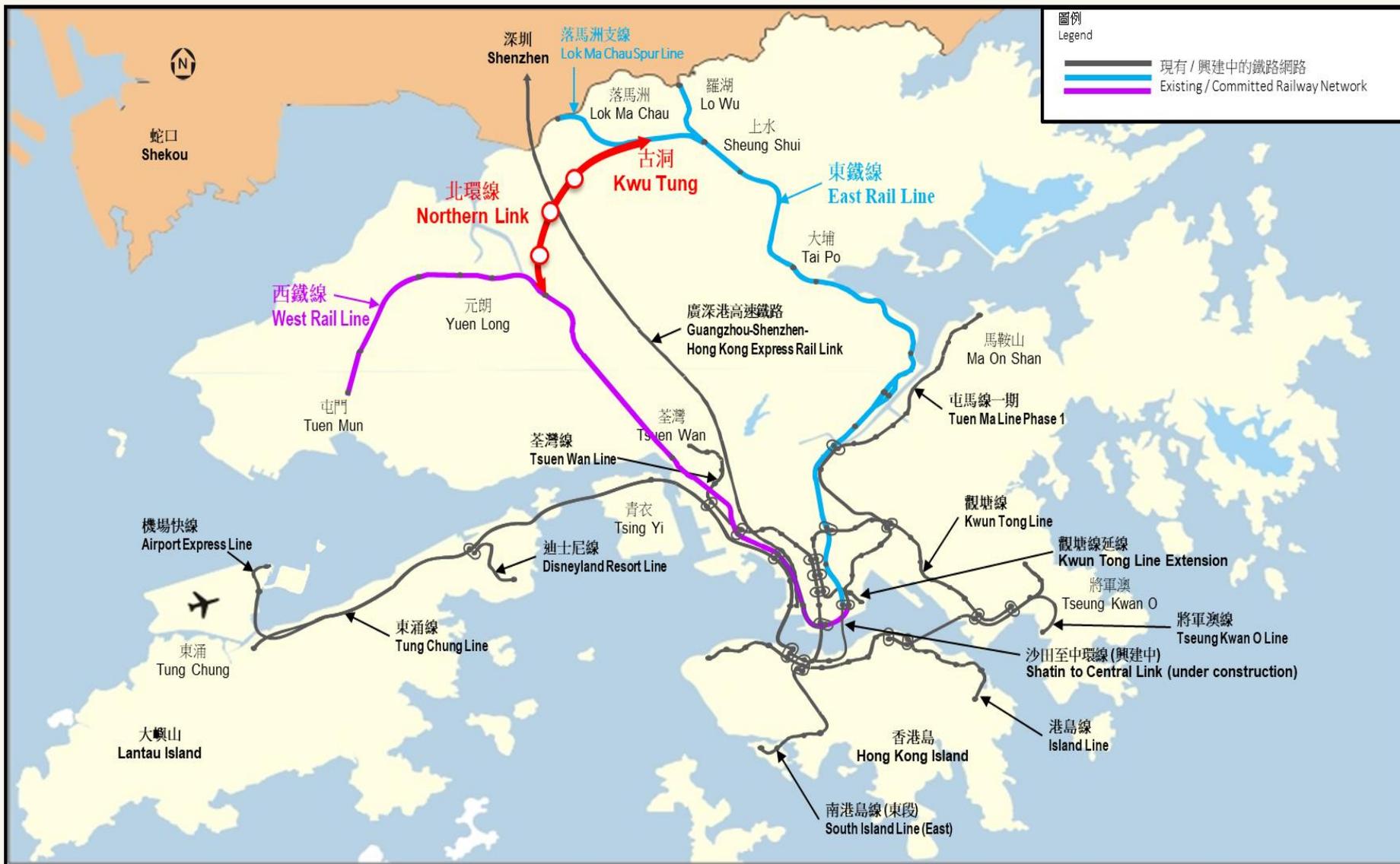
2021年3月8日

# 北環線（包括古洞站） - 《鐵路發展策略2014》建議七個鐵路項目之一

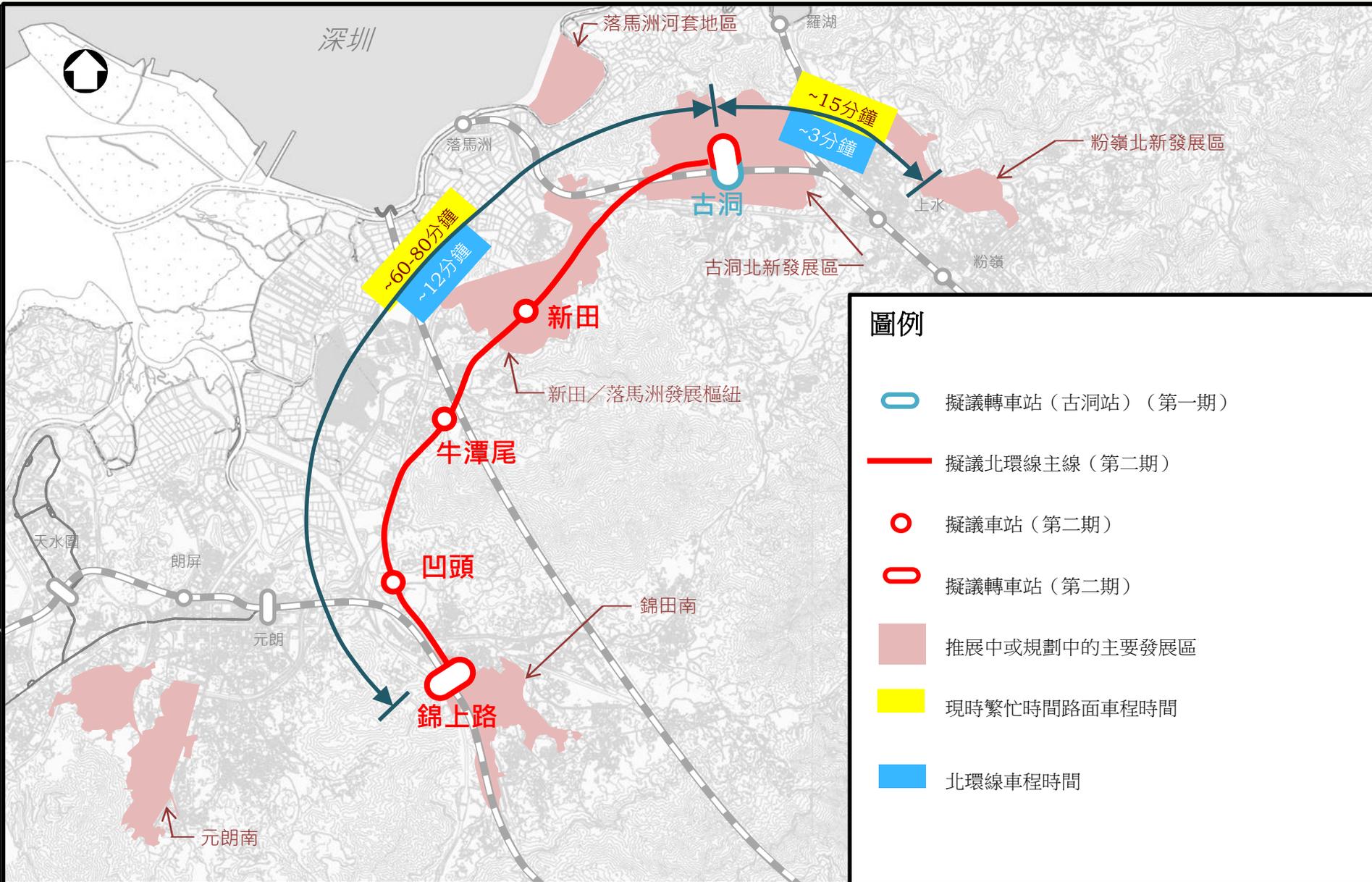




# 連接東鐵線及西鐵線

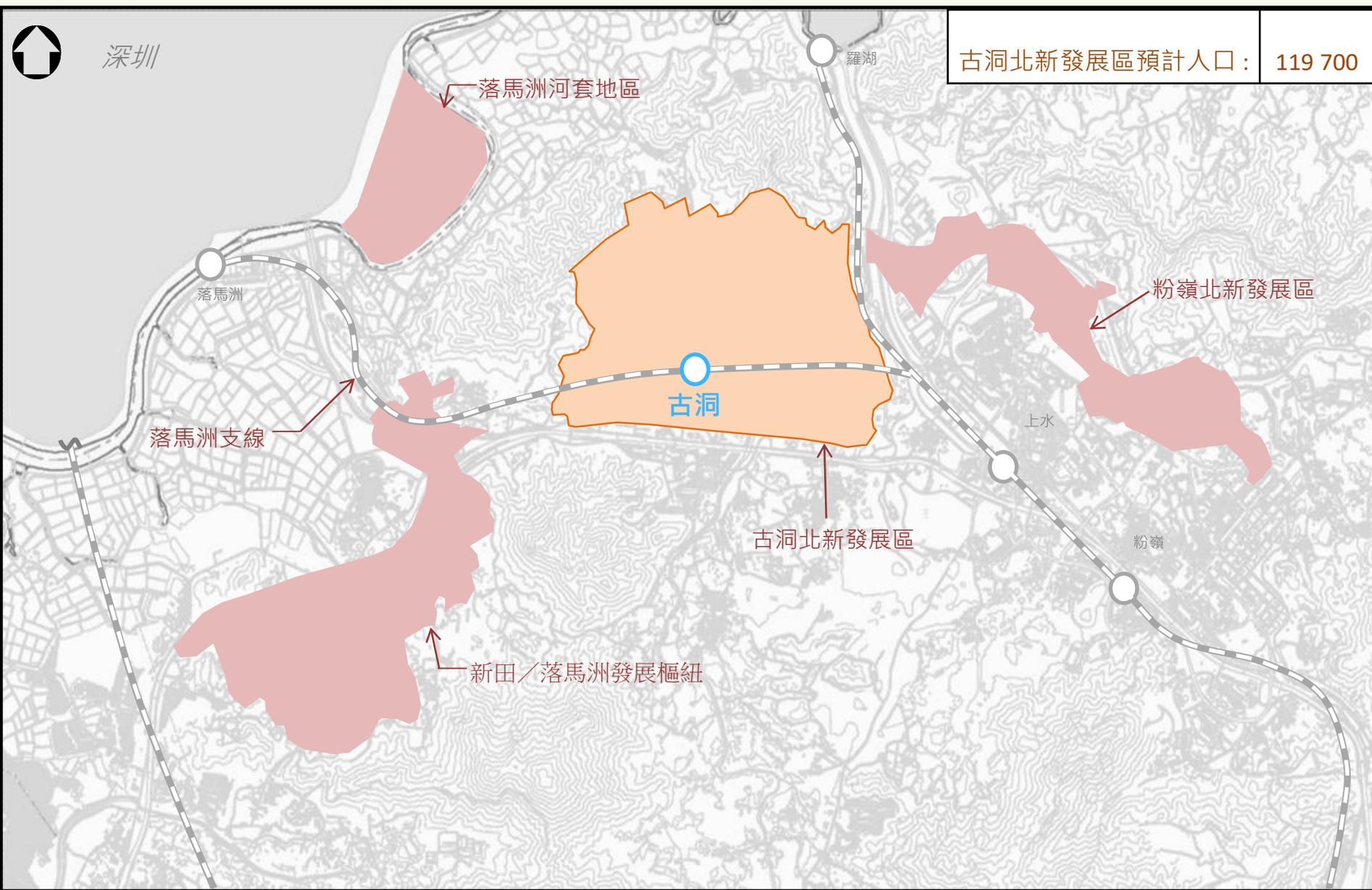


# 縮短車程時間



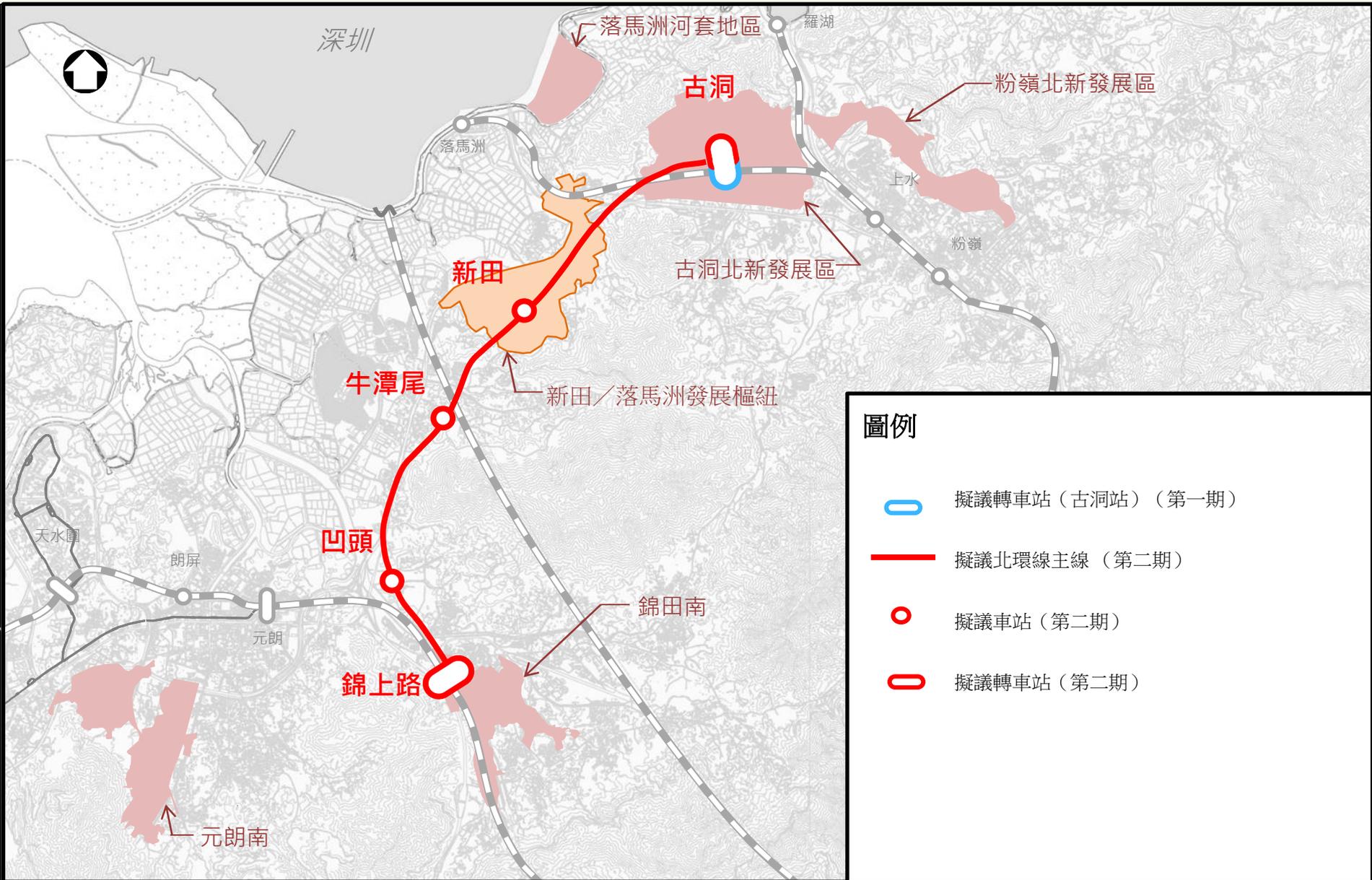
# 北環線第一期 (古洞站)

# 北環線第一期



# 北環線第二期

# 北環線第二期



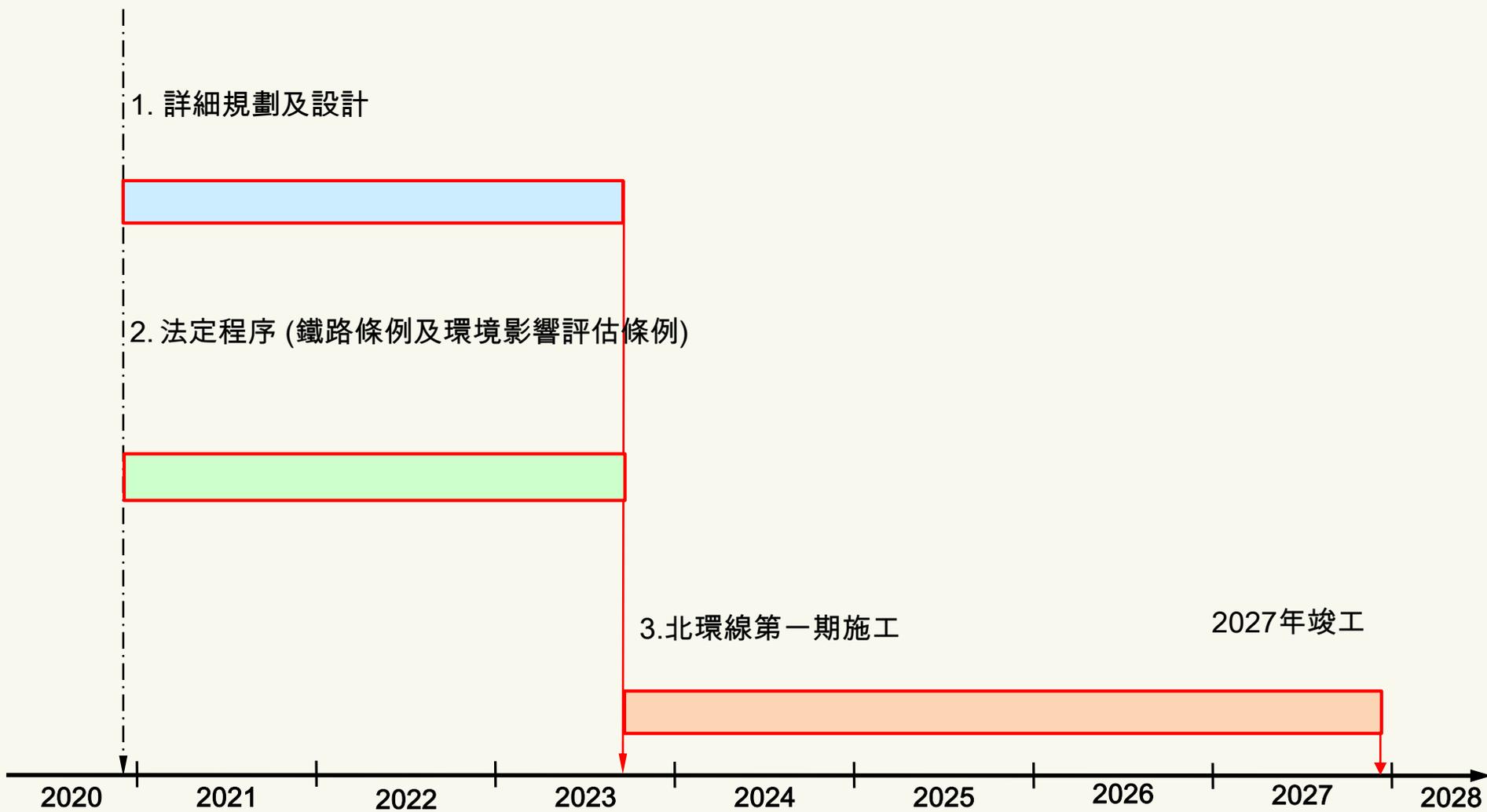
## 考慮因素

- 本屆政府提倡「基建先行」及「創造容量」的規劃方式，以運輸基建帶動土地發展。北環線的落實正可大大釋放新田、牛潭尾及凹頭一帶土地的發展潛力，帶動有關地區的發展，提供更多房屋用地。

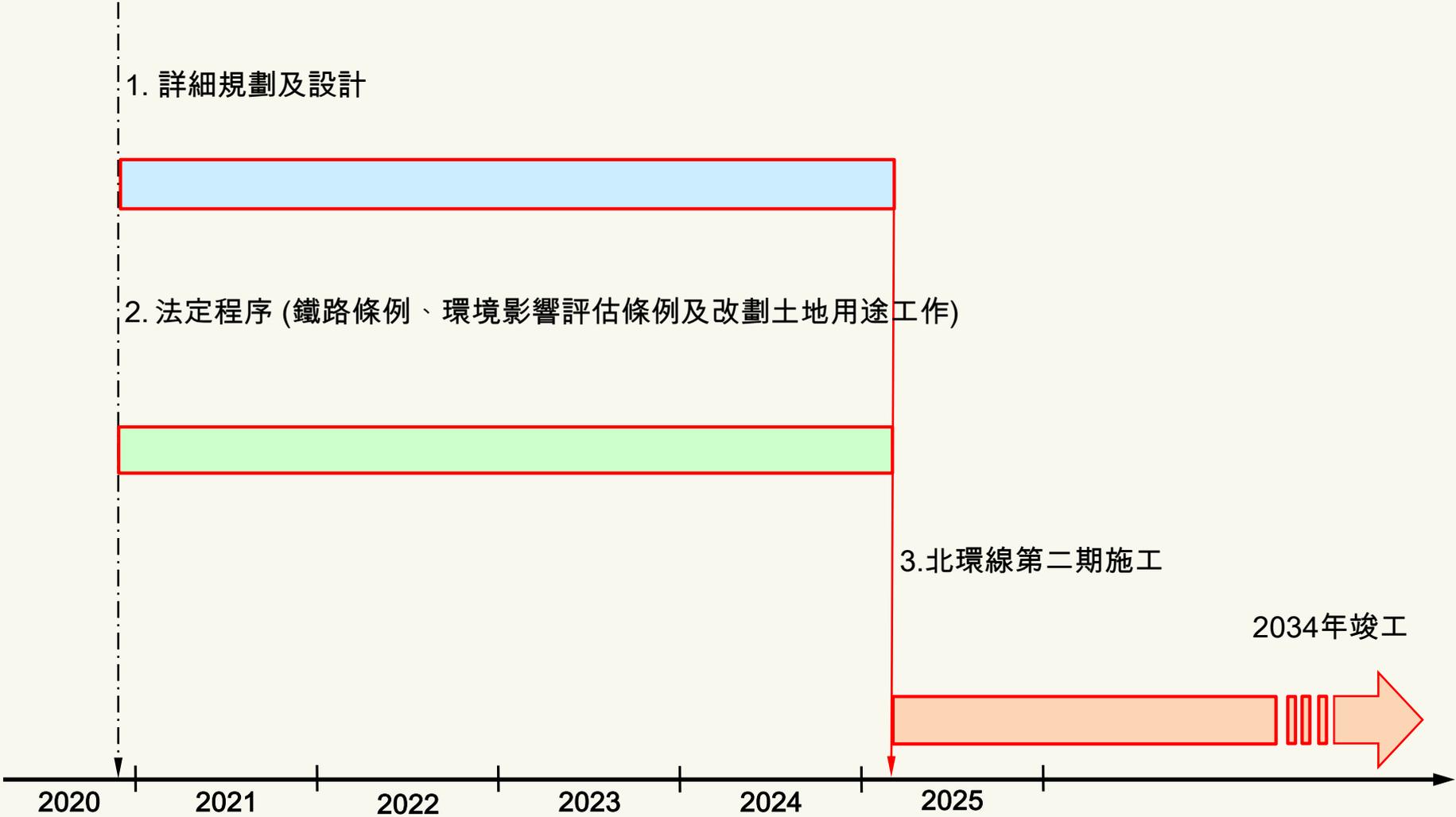
## 北環線的建造成本

- 根據港鐵公司提交的建議書，按2015年12月價格計算，北環線第一期的預算建造成本約為35億元，而北環線第二期的預算建造成本約為585億元。
- 我們會因應項目的詳細規劃及設計進一步確定成本估算。

# 北環線第一期初步項目計劃

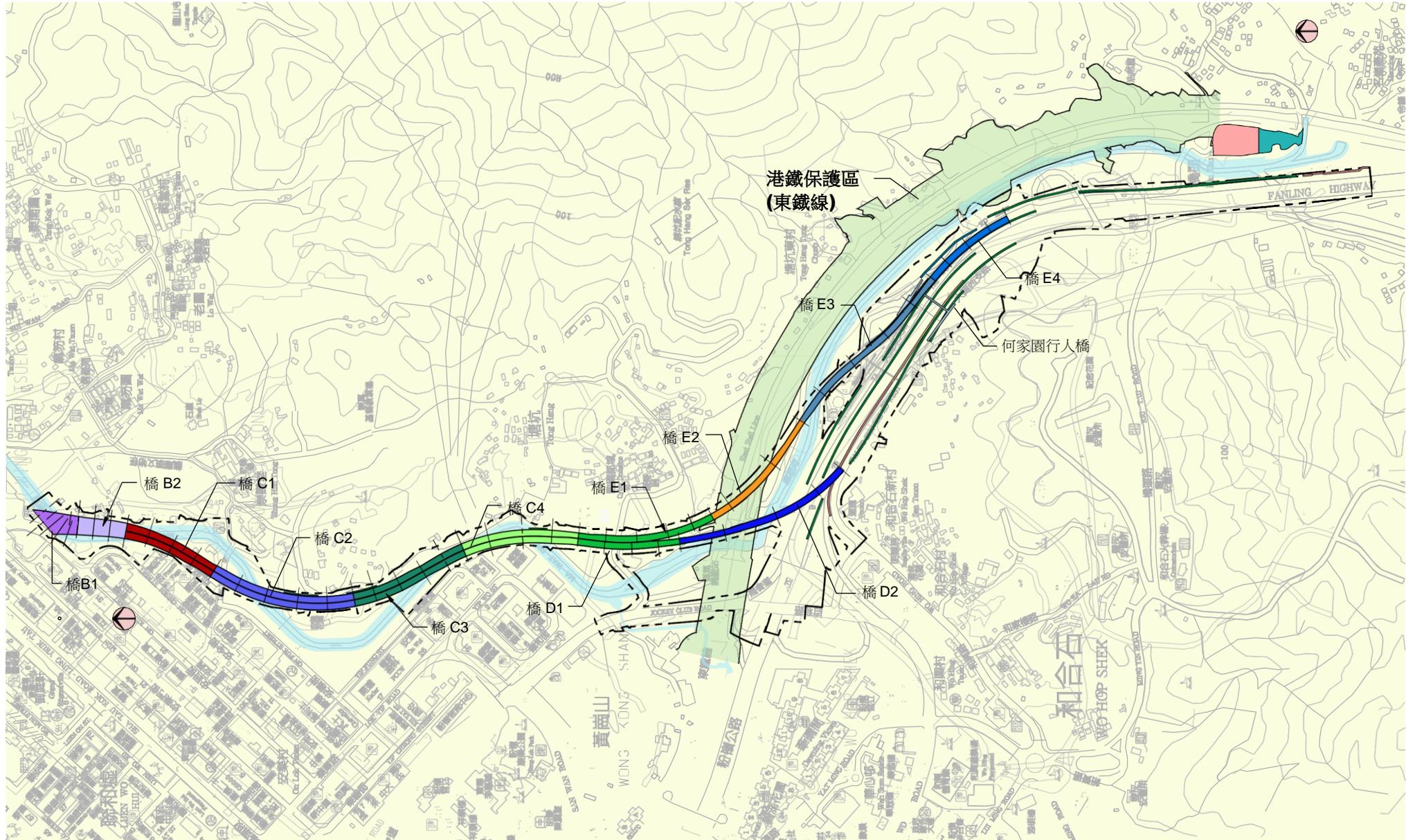


# 北環線第二期初步項目計劃



謝謝

# 繞道高架橋走線



# 粉嶺繞道東段（崇謙堂至九龍坑）電腦模擬合成照



# 工程區域及初步施工時間表

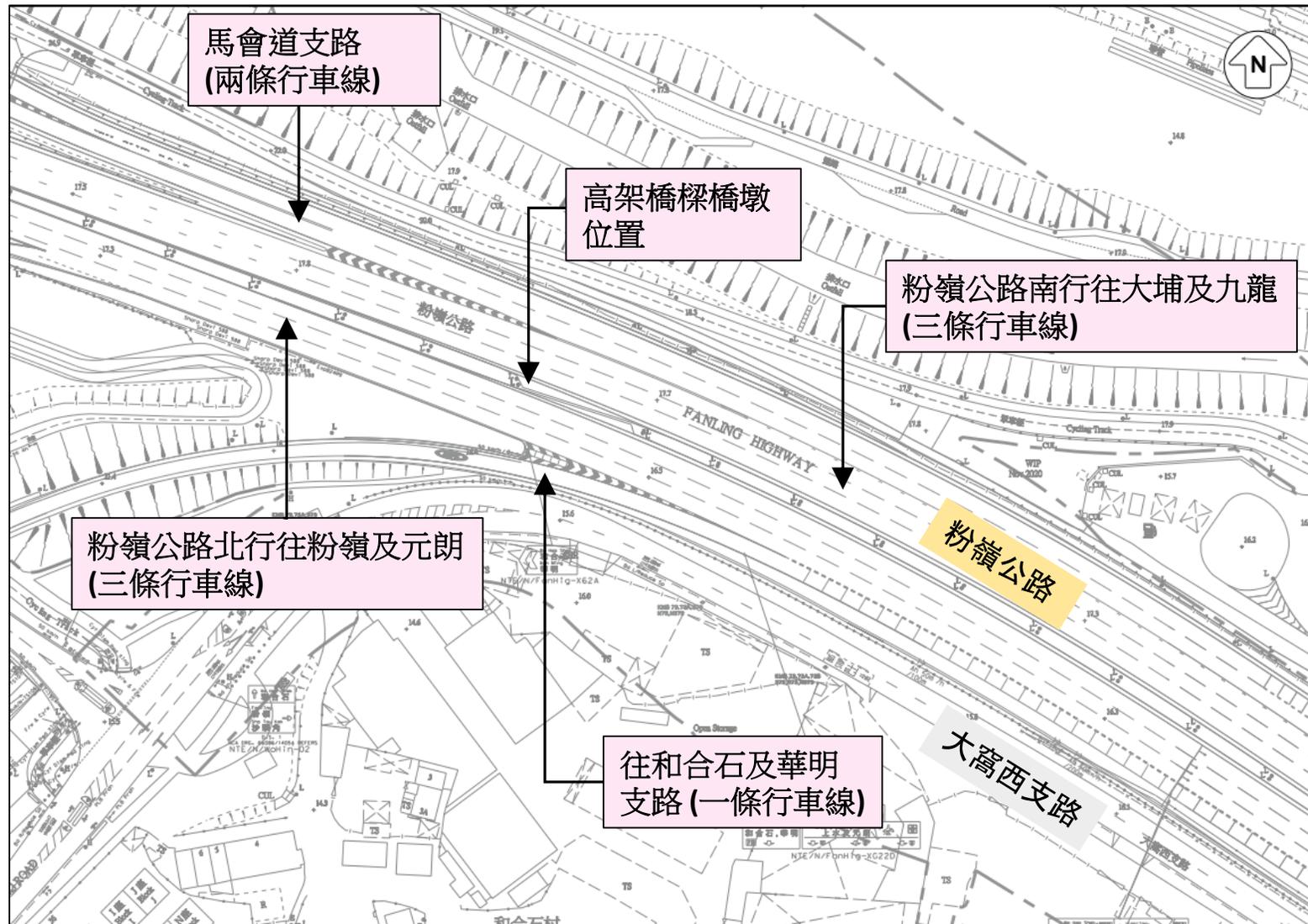


# 臨時減低車速限制措施

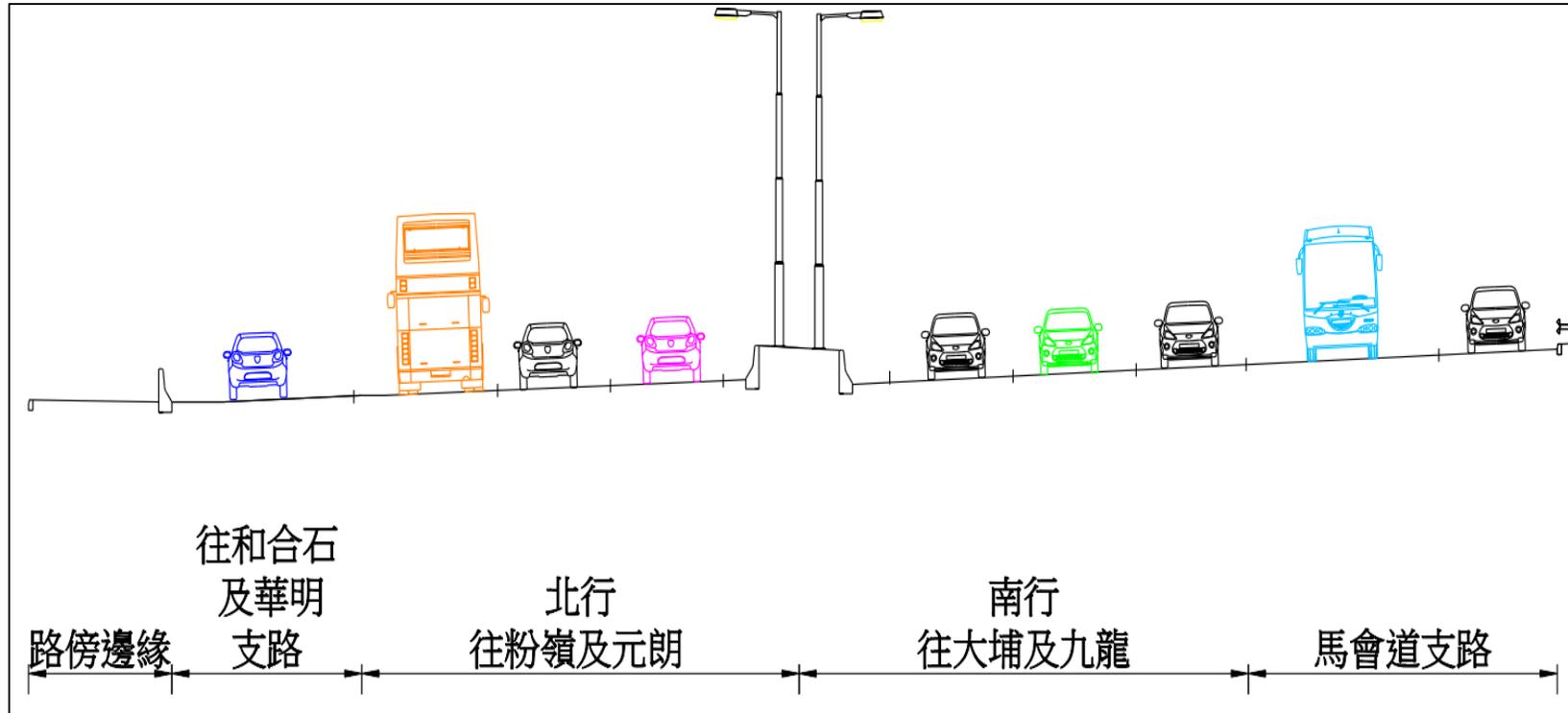


# 分階段臨時改動粉嶺公路行車線

現有的粉嶺公路行車線道分佈

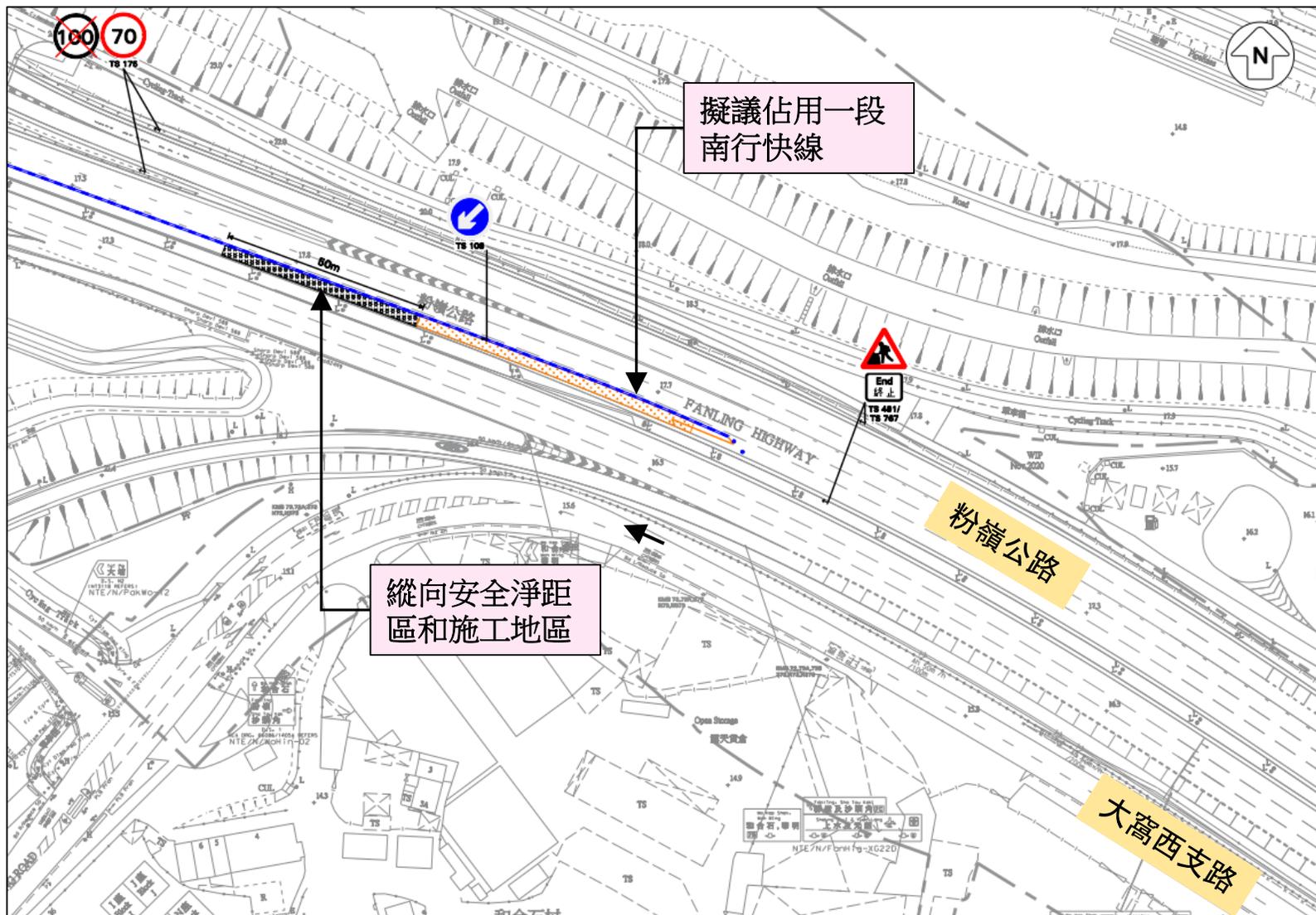


# 分階段臨時改動粉嶺公路行車線



現有的粉嶺公路行車線道分佈

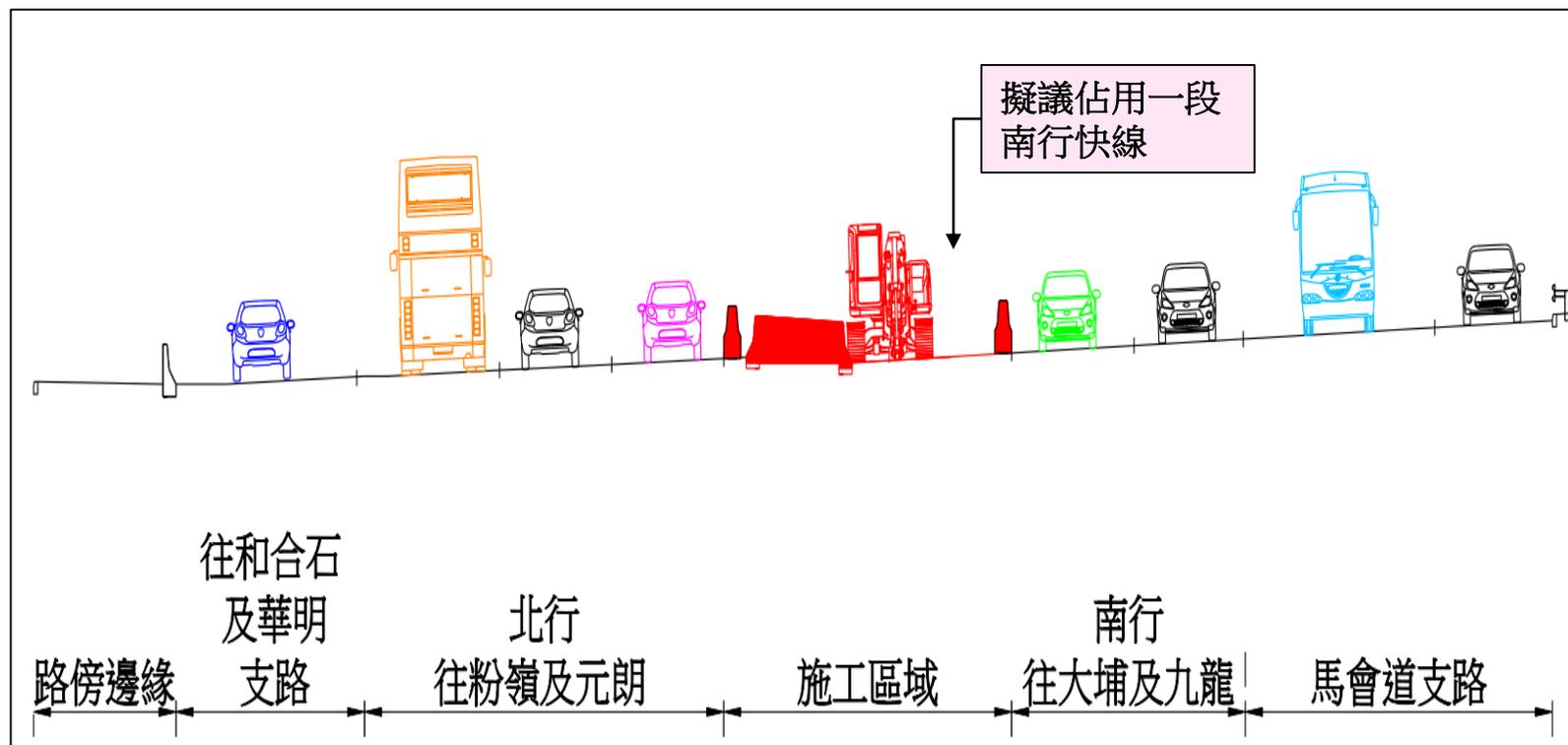
# 臨時封閉粉嶺公路往九龍方向的快線車道



封閉粉嶺公路南行往九龍方向的快線車道，於中央分隔帶騰出施工區域以進行探土及地基工程。粉嶺公路南行線車道將維持兩條主要車道及經由馬會道支路進入粉嶺公路南行兩條車道行車，北行線車道不變。

施工時間：  
預計**2021**年第二季至**2023**第三季

# 臨時封閉粉嶺公路往九龍方向的快線車道



封閉粉嶺公路南行往九龍方向的快線車道，於中央分隔帶騰出施工區域以進行探土及地基工程。粉嶺公路南行線車道將維持兩條主要車道及經由馬會道支路進入粉嶺公路南行兩條車道行車，北行線車道不變。

施工時間：  
預計**2021**年第二季至**2023**年第三季

**THANK YOU**  
**END**