

Our Ref. HD(CEPWP)12/5/30

16 January 2017

Clerk to Public Works Subcommittee
Legislative Council Finance Committee
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong
(Attn: Ms Sharon CHUNG)

Dear Ms CHUNG,

Thank you for your email dated 11 January 2017. In the email, you attached a letter dated 10 January 2017 from Hon CHU Hoi-dick, Dr Hon Fernando CHEUNG Chiu-hung and Tai Po District Council Member Mr YAM Man-chuen requesting the Government to -

- (i) provide a public wet market in the planning of new developments;
- (ii) provide MTR feeder bus service for Fu Heng Estate; and
- (iii) provide information on the regional traffic impact on Tai Po.

After consolidation of information gathered from relevant bureaux/departments, we provide a reply to the related issues as follows -

Retail and Market Facilities

When planning shopping facilities for new housing estates, the Hong Kong Housing Authority (HA) will, based on the circumstances in individual developments, consider a number of factors such as the scale of the proposed housing developments, population in the area, demographic mix, community needs and availability of shopping facilities nearby (including the number of wet markets and fresh food retail outlets) before determining the provision of suitable shopping facilities for the new estates. Consideration

will also be given to the operational and financial viability and suitability of concerned facilities.

As mentioned by the Government representatives at the meeting of the Legislative Council Public Works Subcommittee on 11 January 2017, there were altogether eight wet markets in Tai Po District with over-supply of varying degrees in individual markets. From the operational and financial return perspectives, it was believed that the prospect of setting up another traditional wet market at Tai Po Area 9 was not optimistic and also such provision might not exactly meet the shopping needs of residents.

There are still a few years before the scheduled completion of the public rental housing developments at Tai Po Area 9 in 2023. HA will make adjustment to the provision of shopping facilities at Tai Po Area 9, taking into account the above factors and the views of various parties. The adjustment will include providing fresh food retail outlets in the form of street shops with an area approximately equivalent to 30 to 40 traditional wet market stalls in order to better meet the shopping needs of the future residents at Tai Po Area 9 and at the same time enhance the operational and financial viability of these facilities. To this end, we will allow for flexibility in the design and construction of the project.

MTR Feeder Bus Service

The Kowloon Motor Bus Company (1933) Limited (KMB) has a number of bus routes providing feeder bus service between Tai Po Market MTR Station and the major areas in Tai Po. They include KMB route nos. 71A (Fu Heng), 72C (Fung Yuen), 74K (Sam Mun Tsai), 75K/75P (Tai Mei Tuk), K12 (Eightland Gardens), K14 (Tai Po Central), K17 (Fu Shin) and K18 (Kwong Fuk). Route nos. K12, K14, K17 and K18, same as other KMB routes mentioned above, are franchised bus routes operated by KMB under its franchise.

In fact, KMB route no. 71A has been providing feeder bus service to and from Tai Po Market MTR Station for the residents of Fu Heng Estate. The Transport Department (TD) will keep monitoring the operation of this bus route and will suitably adjust the service to cater for the passenger demand

whenever necessary. TD understands that residents of Fu Heng Estate expect KMB and MTR to offer free interchange between KMB route no. 71A and MTR, and will convey the views to the KMB and MTRCL accordingly. In line with the spirit of free enterprise, the provision of fare concessions on interchange is a business decision of bus companies. Nevertheless, the Government will continue encouraging public transport operators, to introduce fare reductions and concessions as far as possible while maintaining proper and efficient public transport services, to help reduce passengers' travel expenses, taking into account the operators' respective operating conditions and economic environments.

Traffic Impact Assessment

Generally, TD will request developers or the related government departments to submit relevant traffic impact assessment for developments where necessary. Besides the additional traffic arising from the related developments, the traffic impact assessment will take into account the traffic flow arising from other planned developments in the vicinity and the traffic growth in the area in order to make a comprehensive assessment for the affected area and propose recommendations for traffic improvement.

Regarding this project, the Civil Engineering and Development Department employed a consultant to carry out an assessment on the traffic impact arising from the proposed public housing developments at Tai Po Area 9 and Chung Nga Road in the vicinity (near Chung Nga Road and Chuen On Road). The traffic impact assessment indicated that the maximum volume to capacity ratio of Chung Nga Road and Chuen On Road would only be 0.58 during peak hours after population intake of the proposed developments.

According to the traffic impact assessment report on roads in the vicinity of the proposed public housing developments at Tai Po Area 9 and Chung Nga Road, the hourly traffic flow after population intake during morning peak hours from the junction of Chung Nga Road / Ting Kok Road / Nam Wan Road to Nam Wan Road, leading to Tai Po town centre is approximately 1 000 vehicles. This is less than half of the design capacity of the road section of Nam Wan Road between Ting Kok Road and On Po Road. Since the traffic will be further distributed to different roads after entering Nam

Wan Road, the traffic impact on Tai Po town centre is considered to be minimal.

Three recommendations relating to traffic were made in the traffic impact assessment for the proposed public housing developments at Tai Po Area 9 and Chung Nga Road. They were -

- (i) construction of a new carriageway connecting Tai Po Area 9 site and Chuen On Road;
- (ii) improvement works at the two junctions of Chung Nga Road and Chuen On Road (South and North); and
- (iii) proposed improvement works at the junction of Chuen On Road and the carriageway connecting with Tai Po Area 9.

The above recommendations relating to traffic have already been included as part of the project which is now being upgraded to Category A.

According to the recommendations in the traffic impact assessment for the proposed public housing developments at Tai Po Area 9 and Chung Nga Road, with the proposed improvement works at the two junctions of Chung Nga Road and Chuen On Road (North and South) and at the road junction of Chuen On Road and the carriageway connecting with Tai Po Area 9, it would be sufficient to cope with the additional traffic flow. No adverse impact would be caused to the traffic in the vicinity.

The capacities of the related junctions are set out below -

Junctions	Proposed Improvement Works	Junction Capacity ¹			
		Before improvement		After improvement	
		AM	PM	AM	PM
Chuen On Road and the new	Widening of the junction between Chuen On Road	1.31	0.71	0.64	0.45

¹ The reserve capacity of signal-controlled junctions is indicated by percentage, a positive figure indicates that the junction could accommodate more traffic. As regards priority junctions (controlled by "Stop" or "Give Way" traffic signs and/or the associated road markings), the degree of saturation of traffic is indicated by design flow/capacity ratio and represented by decimal, a ratio above 1 indicates the presence of traffic queues.

carriageway connecting with Tai Po Area 9	and the new carriageway connecting with Tai Po Area 9 site (near Tai Po Hospital).				
Chung Nga Road and Chuen On Road (South)	Widening of Chung Nga Road southbound for the provision of an additional lane at Chung Nga Road southbound.	-16%	5%	16%	35%
Chung Nga Road and Chuen On Road (North)	Widening of the existing junction between Chung Nga Road and Chuen On Road, signalising of the junction and rearranging of pedestrian crossings.	0.91	0.61	16%	>50%

In case there are any new developments in the future, the developers or the relevant government departments will have to conduct new traffic impact assessments and propose recommendations for necessary traffic improvement works.

At present, the new residential developments already planned in Tai Po District can be briefly grouped into the southern and northern parts of Lam Tsuen River as the dividing line. The southern part of Lam Tsuen River is composed of three low/medium density residential projects. TD is of the view that the additional traffic flow arising from these projects will have no adverse impact on the traffic on Tai Po Road (the current volume to capacity ratio is around 0.2 to 0.3) and that at Tai Po Market.

There are two planned residential projects on the northern part of Lam Tsuen River. Apart from the currently proposed public housing development at Tai Po Area 9, there is a low density private residential project at Lo Fai Road. The private residential project at Lo Fai Road (around 660 residential flats planned) is close to Tycoon Place in Tai Po, which is far away from Tai Po town centre and will have no adverse impact on the traffic in Tai Po District.

Yours sincerely,
Original signed
(Kenneth LEUNG)

for Secretary for Transport and Housing