

Minutes of the 6th Meeting in 2024
of the Traffic and Transport Committee
of Tai Po District Council

Date: 7 November 2024 (Thursday)
Time: 2:30 p.m. – 6:08 p.m.
Venue: Conference Room, Tai Po District Council (“TPDC”)

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

In Attendance

Ms. LEE Siu-ping, Sonia	Senior Transport Officer / Tai Po / Transport Department (“TD”)
Mr. CHAN Ka-fai, Issac	Engineer / Tai Po 2 / TD
Mr. PANG Hiu-fung	Engineer / Tai Po 3 / TD
Mr. LI Tsz-yau, Roy	District Engineer / Tai Po (1) (Doubling-sideways District Engineer / Tai Po (2)) / Highways Department (“HyD”)
Ms. LO Sik-chi, Cynthia	Engineer / 22 (North) / Civil Engineering and Development Department (“CEDD”)
Mr. WONG Wai-kei	Assistant Housing Manager / Tenancy (Tai Po, North & Shatin 7) 2 / Housing Department (“HD”)
Mr. YIP Pak-lun	Chief Inspector / District Operations Officer / Tai Po Police District (“TPPD”) / Hong Kong Police Force (“HKPF”)
Mr. CHAN Man-kit	OC District Traffic Team / Traffic Wing / TPPD / HKPF
Mr. TSUI Chun-sing	Administrative Assistant / Lands / District Lands Office, Tai Po / Lands Department
Mr. KWOK Chun-chai, Johnny	Assistant District Officer (Tai Po) / Tai Po District Office (“TPDO”) / Home Affairs Department (“HAD”)
Ms. SING Hoi-shan, Wendy	Senior Executive Officer (District Council) / TPDO / HAD
Mr. TSANG On-tik, Andy	Senior Corporate Communications and Marketing Manager / Citybus Limited (“Citybus”)
Mr. CHAN Ho-fung, Clarence	Operations Manager (Kowloon and New Territories) / Citybus
Mr. LEE Hon-ling, Dennis	Head of Planning and Support / Kowloon Motor Bus Company (1933) Limited (“KMB”)
Ms. LIP Pui-lam, Rennis	Assistant Manager (Public Affairs) / KMB
Mr. LAU Sheung-man	Assistant Manager (Operations) / KMB
Mr. LAI Sheung-him, Leon	Assistant Officer (Operations Support) / KMB

Opening Remarks

The Chairman welcomed participants to the 6th meeting of the Traffic and Transport Committee (“TTC”), and then welcomed Mr. KWOK Chun-chai, Johnny, Assistant District Officer (Tai Po) of TPDO in place of Miss YU Wing-lam, Phoebe, and Ms. LO Sik-chi, Cynthia, Engineer / 22 (North) of CEDD in place of Ms. MAK Pui-yan to attend future TTC meetings.

I. Confirmation of the minutes of the 5th meeting in 2024 of the TTC on 5 September 2024

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

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

II. Progress of the provision of special departures for KMB route 71A
(TPDC Paper Nos. TT 38/2024 and No. TT 38a/2024)

4. The Chairman welcomed Mr. LEE Hon-ling, Dennis, Ms. LIP Pui-lam, Rennis, Messrs. LAU Sheung-man and LAI Sheung-him, Leon, Head of Planning and Support, Assistant Manager (Public Affairs), Assistant Manager (Operations) and Assistant Officer (Operations Support) of KMB respectively, to attend the meeting for this agenda item.
5. A Member went through the captioned paper (No. TT 38/2024).
6. The representative of TD went through the captioned paper (No. TT 38a/2024).
7. The representative of KMB responded as follows:
 - (i) The frequency of the captioned route was susceptible to traffic congestion around Nam Wan Road during peak hours. The department might consider the introduction of bus-only lane and traffic signal timing adjustments at the said road section to enhance reliability of bus frequency and operational efficiency.
 - (ii) The current frequency of the captioned route would be sufficient to meet the needs of residents in the areas of Fu Heng Estate and Sun Hing Garden. KMB would continue to work with the department to study feasible options for enhancing operational efficiency of the route.
8. Members' comments were as follows:
 - (i) Residents of Fu Tip Estate had to take the captioned route to Kwong Fuk Estate to interchange with other buses to the urban areas.
 - (ii) It was suggested that KMB run on a trial basis special departures from Fu Heng Estate directly to MTR Tai Po Market Station ("TPM Station").
9. The Chairman said that the feasibility of introducing a bus-only lane had to be studied, and it was also necessary to consider whether there were alternative routes for passengers waiting at en-route stops in trial test of special departures. It was hoped that the department would consider the said arrangements if the trial route proved to have minimal impact on passengers.

10. The representative of TD responded that the department would continue to review the traffic conditions in the district and the operation of the captioned route, while evaluating the feasibility of provisioning special departures with KMB's existing resources.
11. The representative of KMB responded as follows:
 - (i) The needs of residents of Fu Tip Estate were noted. Route 72K would be extended to Fu Tip Estate for passengers to transfer to other routes at bus-bus interchanges ("BBIs"), and interchange discounts would be provided.
 - (ii) KMB would study the feasibility of providing special departures on the captioned route.
12. The Chairman asked about the implementation date of the extension of route 72X to Fu Tip Estate.
13. The representative of TD responded that the arrangements were expected to roll out within the month.
14. The Chairman suggested that the effectiveness of the extension of route 72X to Fu Tip Estate be observed before further discussion.
15. A Member asked whether an interchange discount would be provided for route 72X.
16. The representative of KMB responded that passengers on route 72X could enjoy the existing interchange discount, which KMB would also review in order to provide passengers with a more convenient interchange service.

III. Proposed increase in the service frequency of KMB route 272
(TPDC Paper Nos. TT 39/2024 and TT 39a/2024)

17. A Member went through the captioned paper (No. TT 39/2024).
18. The representative of TD went through the captioned paper (No. TT 39a/2024).
19. The representative of KMB responded as follows:
 - (i) KMB was planning to enhance the service of the captioned route by increasing the headway to every 8 to 10 minutes during morning peak hours and every 20 minutes during non-peak hours.

- (ii) KMB was planning to extend the service hours of the captioned route to 1 a.m.
- (iii) KMB had submitted an application for the above proposal and hoped to implement the said arrangement as soon as possible.

20. Members' questions and comments were as follows:

- (i) They asked about the progress of the department in vetting the application.
- (ii) MTR University Station ("University Station") closed at 1:02 a.m. It was suggested that the service hours of the captioned route be extended to 1:05 a.m. or after.

21. The Chairman thanked the department and KMB for their plan to enhance the service of the captioned route, and hoped that the said arrangement would be implemented as soon as possible.

22. Members' comments were as follows:

- (i) They thanked the department and KMB for accepting public opinion.
- (ii) It was suggested that the department would keep in view whether the increased frequency of buses would aggravate traffic congestion in the vicinity of University Station.
- (iii) It was suggested that the department review the existing residents' service ("RS") for housing estates at University Station.

23. The representative of TD responded that University Station was of Sha Tin District, and would relay the comments to the responsible section.

24. The Chairman hoped that the department would look further into the arrangement of RS for housing estates and complete the planning for MTR Pak Shek Kok Station ("PSK Station") as soon as possible to resolve the traffic problem in Pak Shek Kok.

IV. Proposed service enhancement of Citybus route B8

(TPDC Paper No. TT 40/2024)

V. Proposed introduction of a bus route connecting "Shap Sze Heung—Ma On Shan—Pak Shek Kok—Liantang Boundary Control Point"

(TPDC Paper Nos. TT 40a/2024 and 41/2024)

25. The Chairman welcomed Messrs. TSANG On-tik, Andy and CHAN Ho-fung, Clarence, Senior Corporate Communications and Marketing Manager and Operations Manager (Kowloon and New Territories) of Citybus respectively, to attend the meeting for this agenda item.
26. A Member went through the captioned papers (Nos. TT 40/2024 and TT 41/2024).
27. The representative of TD went through the captioned paper (No. TT 40a/2024).
28. The representative of Citybus responded as follows:
- (i) Since its inception, route B8 had increased its service frequency on numerous occasions to cope with the growing patronage.
 - (ii) The original plan for the New Territories East Boundary Express Routes of Citybus was to use route B7 as the main route and B8 as a supplementary route.
 - (iii) Having continuously monitored the patronage of short-working trips departing from Tai Po, Citybus had increased the frequency of service during peak hours and introduced additional short-working trips.
 - (iv) With service frequency for route B8 increased to every 5 minutes during peak hours, it would be difficult to further increase the frequency of short-working trips departing from Tai Po given the busy stop traffic.
 - (v) Citybus had submitted to the department a proposal to introduce a spoke route for route B8, connecting areas such as Shap Sze Heung, Ma On Shan and Pak Shek Kok, to help divert the current patronage of route B8.
 - (vi) Citybus would closely monitor the service hours of Heung Yuen Wai Boundary Control Point (“HYW BCP”) and introduce overnight cross-boundary bus services as necessary.
29. Members’ comments were as follows:
- (i) Since the morning service of Route B8 would not stop at Kwong Fuk Estate stop on weekdays due to full occupancy, it was hoped that Citybus would take note of the situation.
 - (ii) It was suggested that route B8 provide service between 6 a.m. and 9 a.m. on weekdays to tie in with the service hours of HYW BCP so as to ease the morning patronage in Tai Po District.
 - (iii) It was hoped that the department would expeditiously tie in with the proposal by Citybus to introduce a spoke route for route B8, to cope with the needs of residents

in the areas of Shap Sze Heung, Ma On Shan and Pak Shek Kok to travel to Tai Po District.

- (iv) If a spoke route to HYW BCP could not be introduced, it was hoped that the department would consider introducing a route within the district plying between Shap Sze Heung and Tai Po via Ma On Shan and Pak Shek Kok.
- (v) It was opined that the introduction of a spoke route for route B8 would not impose burden on the capacity of HYW BCP facilities.
- (vi) It was hoped that the department would consider having route B8 as a regular interchange route.
- (vii) It was suggested that Citybus erect a shelter at the waiting area of route B8.
- (viii) It was suggested that a service schedule of short-working trips departing from Tai Po be provided for the convenience of the public.
- (ix) It was suggested that a route B8 stop be added at Tai Po Centre.
- (x) It was suggested that consideration be given to having the spoke route for route B8 via Tai Po North.
- (xi) It was suggested that the department consider developing route B8 by way of the mode of operation to interchange to MTR stations, so as to reduce public reliance on route B7.
- (xii) It was suggested that the department consider extending route 582 to Tai Po District to cope with the strong demand of residents in Shap Sze Heung area to travel to Tai Po District.

30. The representative of TD responded that Members' comments had been noted, and he would look into the situation of routes B8 and 582.

31. The representative of Citybus responded as follows:

- (i) Short-working trips on route B8 on weekdays had been increased to 15 trips a day, with most of the trips running at every five minutes.
- (ii) Citybus understood the passengers' demand for the route, and was willing to inject resources to enhance the service.
- (iii) Citybus was open to the introduction of a spoke route for route B8 and extension of its service hours, and would discuss the routeing arrangement with the department.
- (iv) It took time for Citybus to arrange for the erection of shelters at bus waiting areas in Tai Po District.

- (v) Citybus was open to the proposed extension of route 582 to Tai Po District, and would review the operation of the route before further studying enhancement option.

32. The Chairman asked whether route B8 could depart earlier at 7 a.m.

33. The representative of Citybus responded that the extension of service hours would involve additional bus resources, and would study it in conjunction with the option of introducing the spoke route.

34. Members' comments and questions were as follows:

- (i) They considered that adding a route B8 stop at Tai Po Centre was unfeasible, and hoped that a spoke route could be introduced as soon as possible to serve the residents of Tai Po North. They asked about the progress of the application for operating a spoke route for route B8.
- (ii) It was suggested that routes for trial run be conducted or special trips be added during holiday travel peak periods for reference data.
- (iii) It was suggested that the department keep in view the works of the Water Supplies Department at Po Heung Bridge stop and adjust the stops of route B8.

35. The Chairman's comments were as follows:

- (i) He opined that the service provided by route B8 in Tai Po District was not desirable, and advancing the service hours would help divert the morning patronage.
- (ii) He agreed to introduce a spoke route for route B8 via Tai Po North, which would not only enhance the service from Tai Po to HYW BCP, but also facilitate residents in the areas of Shap Sze Heung, Ma On Shan and Pak Shek Kok to travel to Tai Po.
- (iii) He hoped that the department and Citybus would actively consider and study the feasibility of introducing the spoke route.

VI. Proposed increase in the peak hour frequency of public light buses from Shuen Wan area (TPDC Paper Nos. TT 42/2024 and TT 42a/2024)

36. A Member went through the captioned paper (No. TT 42/2024).

37. The representative of TD went through the captioned paper (No. TT 42a/2024).

38. Members' comments were as follows:

- (i) Residents in the area of Shuen Wan had often reflected that public transport services in the area were insufficient to meet their demand, and the two newly completed transitional housing projects had aggravated the traffic problem.
- (ii) It was hoped that the Labour Importation Scheme for Transport Sector - PLB/coach trade ("LISPC") would help green minibus ("GMB") operators resolve manpower problem.
- (iii) It was hoped that the department would assist GMB operators in speeding up the replacement of 16-seat public light buses ("PLBs") with 19-seat ones.
- (iv) It was hoped that the number of parking spaces in the district would be increased and public transport services be enhanced to alleviate the traffic problem in the rural areas of Tai Po.
- (v) It was suggested that, when necessary, consideration be given to inviting GMB operators to attend meetings to discuss GMB services.
- (vi) It was suggested identifying suitable locations at Ting Kok Road for GMBs to make U-turns so that GMBs of special trips could depart from en-route stops, thereby shortening the waiting time of residents.
- (vii) It was suggested that the department relax the provision of RS for private housing estates along Ting Kok Road to help relieve the pressure on public transport services.
- (viii) It was suggested that the department consider the capacity of GMB stop at Kwong Fuk Road before approving the increase of service frequency by GMB operators.
- (ix) It was suggested that the Kwong Fuk Lane and Wan Tau Street stops of GMB route 24 (Fu Tip Estate bound) be combined.
- (x) It was suggested that a shelter be erected at the Kwong Fuk Lane GMB stop.
- (xi) It was suggested that GMB operators remind drivers to reserve seats for en-route passengers at the Tai Po Market stop.
- (xii) It was suggested that special departures of the GMB route 20 series be added to run on holidays or special events.
- (xiii) It was suggested GMBs provide alternative ways of interchange to facilitate passengers to travel to the urban areas, thereby alleviating the pressure on traffic in the district.

39. The representative of TD responded that Members' comments had been noted and supplementary notes would be made after the meeting.

(Post-meeting note: The TD had requested the relevant GMB operators and KMB to keep check of the passenger demand for the routes concerned during peak hours, to flexibly deploy their vehicles

to carry passengers in a timely manner, and at the same time, to enhance the service level of the routes in light of the passenger demand in a timely manner.

Most of the GMB operators operating N.T. GMB routes in Tai Po District had submitted applications under the LISPC which had been vetted and approved, and some drivers had commenced service progressively. The TD would continue to monitor the operation of the said routes and follow up with the relevant GMB operators where necessary.

The department would continue to keep in view of the operation of public transport services in the area of Shuen Wan and follow up with operators on the replacement with 19-seat PLBs in a timely manner in light of development of the district and passenger demand.

Under the existing transport policy, the RS (commonly known as “residents’ bus”) played a supplementary role in the public transport system for providing services primarily during peak hours and where regular public transport modes (including rail, franchised buses and GMBs) were unable to provide adequate services, especially as feeder services to rail stations and major public transport interchanges (“PTIs”) to relieve the peak-hour passenger demand for regular public transport services. In processing applications for setting up additional en-route stops for RS, the department would take into account a basket of factors, including whether the proposed routes functioned as feeder between the nearby rail stations or PTIs and overlapped with existing public transport services, the adequacy of transport services in meeting the residents’ travelling demand, whether the housing estates were distant from rail stations, PTIs, and major franchised bus stops and GMB stops, as well as whether the proposed routes provided “point-to-point” service or they would interfere with the traffic by stopping at busy sections of the roads. Upon receipt of an application for an additional en-route stop, the department would process it in accordance with the above principles.

The department agreed to invite GMB operators to be in attendance of the meeting when necessary.

The department would follow up on Members’ comments with the GMB operators concerned in due course.)

40. The Chairman’s comments were as follows:

- (i) He suggested that the widening of the bus bay at the section of Tai Wo Road near Tai Po Centre be commenced as soon as possible for the RS from housing estates to TPM Station via Tai Po Centre, thereby lessening the pressure on public transport services.
- (ii) He agreed to invite PLB operators to be in attendance of the meeting when necessary.

VII. Proposed provision of urban and New Territories taxi stands in Pak Shek Kok area
(TPDC Paper Nos. TT 43/2024 and No. TT 43a/2024)

41. A Member went through the captioned paper (No. TT 43/2024).
42. The representative of TD went through the captioned paper (No. TT 43a/2024).
43. Members' comments and questions were as follows:
 - (i) At present, there was only one taxi stand in Pak Shek Kok which was located at Pak Shek Kok PTI, but no taxis had driven therein for a long time.
 - (ii) It was suggested that the department install a supplementary traffic sign of "Except taxi pick up or drop off" at the proposed location in the captioned paper to facilitate the entry of taxis to the taxi stand.
 - (iii) It was hoped that an additional taxi stand would be set up to alleviate the illegal parking situation at the proposed location and, at the same time, facilitate the travel of residents.
 - (iv) It was suggested that the department consider converting the currently low-utilised locations at Pak Shek Kok PTI into parking spaces for use by other road users.
 - (v) It was suggested that consideration be given to developing Pak Shek Kok PTI into a BBI on Tolo Highway.
 - (vi) They asked about the reasons for designing the roundabout at Fo Shing Road and Fo Chun Road as a huge safety island.
 - (vii) They asked about the works progress of the widening of bus bay at Mayfair By The Sea bus stop.
 - (viii) It was suggested that nearby supporting facilities be taken into consideration when setting up a taxi stand.
 - (ix) They opined that additional taxi stands had to be set up in consideration of the needs of the elderly in the district.
44. The representative of TD responded as follows:
 - (i) He was aware of Members' comments on the provision of additional taxi stands, and would discuss with Members after the meeting. The demand for taxi pick up and drop off around Fo Chun Road would also be reviewed.
 - (ii) The expansion of the area of pedestrian crossing at Fo Chun Road roundabout aimed at safeguarding pedestrian safety, and the department would continue to monitor the

situation.

45. The Chairman suggested that the Care Teams teach the elderly on the use of mobile application to call a taxi. He also suggested that the department consider reserving space for providing a BBI (northbound) during the construction of PSK Station, and converting the existing Pak Shek Kok PTI into a BBI (southbound), so as to turn Pak Shek Kok into a transport hub.

VIII. Proposed enhancement of the service of public transport operators

(TPDC Paper Nos. TT 44/2024 and TT 44a/2024)

46. A Member went through the captioned paper (No. TT 44/2024).

47. The representative of TD went through the captioned paper (No. TT 44a/2024).

48. Members' comments and questions were as follows:

- (i) They opined that the services of GMB operators varied in quality, and there were frequent lost trips due to manpower shortage.
- (ii) It was suggested that measures be formulated to monitor the services of GMB operators, and if their performance failed to meet their service pledges, they would not be allowed to continue to operate the relevant routes.
- (iii) It was suggested that Members might also give their views at meetings with the Legislative Council Members or bureaux concerned in the future.
- (iv) They asked the department whether there were currently channels for public to enquire about the performance pledges of GMB operators so as to facilitate monitoring of their performance.
- (v) They asked about the validity period of Passenger Service Licences ("PSLs") for GMB operators.
- (vi) It was suggested that the department consider standardising the way of offering student concessions by GMBs, say, by presenting student identity card or wearing school uniform.
- (vii) The handling of service complaints against GMB operators was rather passive at present. It was suggested that the department consider adopting a penalty mechanism or marking scheme, which could also be used as a reference for the bidding of GMB routes.

(Post-meeting note: Please refer to the post-meeting note after paragraph 39 for addressing the manpower arrangements of GMB operators.

The TD said that the GMB operators had to operate the relevant GMB services in accordance with the requirements as specified in the Schedule of Service, including routeing, timetable, fare table and vehicle allocation. The department would continue to communicate with the GMB operators from time to time to explore arrangements to further enhance and optimise the service level, having taken into account the uniqueness of different GMB operators, including their catchment area and operating conditions.

In considering the renewal and validity period of PSLs, the department would give full consideration to the service performance of the relevant GMB routes according to the established mechanism, and conduct regular reviews of the comprehensive performances of GMB operators in aspects including whether the frequency of service provided could meet the demand, the number of passenger complaints as well as that of accidents, and took their performances into account when deciding whether to approve the renewal of their PSLs and the validity period.

In response to Members' comments, the department would follow up with the relevant GMB operators in due course.)

49. The Chairman hoped that the GMB operators would enhance communication with passengers to solve the relevant problems.

IX. Proposed provision of pedestrian crossing facilities at Kwong Wang Street
(TPDC Paper Nos. TT 45/2024 and TT 45a/2024)

50. A Member went through the captioned paper (No. TT 45/2024).

51. The representative of TD went through the captioned paper (No. TT 45a/2024).

52. Members' comments and questions were as follows:

- (i) They had proposed to provide pedestrian crossing facilities near the footbridge but in vain due to power supply problem.
- (ii) The road section where the proposed spot was located at was under the purview of the management company of Wang Fuk Court. It was believed that communication could be made with the management company on the matter.
- (iii) As traffic accidents often occurred at Kwong Wang Street, the provision of additional pedestrian crossing facilities could help protect the safety of pedestrians.
- (iv) There were no crossing facilities at Kwong Wang Street near the bus stop to connect to Wang Fuk Court, which had caused inconvenience to the residents.

- (v) They asked about the responsible department for providing additional pedestrian crossing facilities.

53. The representative of TD responded as follows:

- (i) The northbound section of Kwong Wang Street (near Kwong Fuk Estate) was under the purview of HD, while the southbound section (near Wang Fuk Court) was under the purview of Wang Fuk Court.
- (ii) As pedestrians had precedence at zebra crossings, if there were many pedestrians crossing the road, vehicles waiting in front of a zebra crossing might cause congestion and affect the operation of Kwong Fuk roundabout. As such, the department did not suggest establishing a zebra crossing.
- (iii) If other types of pedestrian crossings were to be constructed, coordination had to be made with the HD and Wang Fuk Court.

54. The Chairman hoped that the TPDO would study whether it could coordinate the responsible departments and housing estate to explore the feasibility of the proposal.

55. Members' comments and questions were as follows:

- (i) They asked the department whether the pavement area at Kwong Fuk Roundabout near the filling station for liquefied petroleum gas taxis could be reduced to provide an additional traffic lane, so that taxis could queue up for entry to the filling station, thus alleviating traffic congestion during peak hours.
- (ii) They asked about the progress of the study on the provision of a spur route from Kwong Wang Street to Tolo Highway.

(Post-meeting note: The TD and Members conducted a site visit to Kwong Fuk roundabout on 23 December 2024.

In addition, the Site Formation and Infrastructure Works for Public Housing Development at To Yuen Tung, Tai Po (Contract No. CV/2023/18) of CEDD had commenced in September 2024. The project scope included road improvement works at Kwong Fuk roundabout and provision of a dedicated left-turn lane at Kwong Wang Street heading to Tai Po Road – Yuen Chau Tsai and Tolo Highway.)

56. The Chairman hoped that the departments concerned would actively study the suggestions made by Members, and that the department could also supplement the relevant information after the meeting.

X. Proposed provision of railings along the pavement near The Pentecostal Holiness Church Wing Kwong Junior School

(TPDC Paper Nos. TT 46/2024 and TT 46a/2024)

57. A Member went through the captioned paper (TT 46/2024).

58. The representative of TD went through the captioned paper (TT 46a/2024) and said that he would visit the site with Members and discuss the relevant arrangements.

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

(TPDC Paper Nos. TT 47/2024 and TT 48/2024)

59. The representative of TD went through the captioned paper (No. TT 47/2024).

60. Members' questions were as follows:

- (i) They asked about the number of motorcycle parking spaces ("PSs") to be provided at Chui Lok Street.
- (ii) They asked about the closing date of the district consultation on the provision of motorcycle PSs at Chung Nga Road near Heng Wing House, and the anticipated completion date upon passage of the district consultation.

61. The representative of TD responded as follows:

- (i) Two additional motorcycle PSs would be provided at Chui Lok Street.
- (ii) Regarding the provision of motorcycle PSs at Chung Nga Road near Heng Wing House, the department had commissioned the TPDO to arrange for a district consultation and had suggested providing 10 additional motorcycle PSs.
- (iii) The district consultation would be completed soon and works would then be arranged with the HyD in accordance with the established procedures.

62. Members' comments were as follows:

- (i) In the past six months, they had often received feedback from the public that there were about 40 motorcycles parked illegally at Po Nga Road (underneath the footbridge near MTR Tai Wo Station).

- (ii) There was a severe shortage of motorcycle PSs in the district at present, with only about 10 motorcycle PSs in Tai Wo Estate and about 30 motorcycle PSs for lease on a monthly basis in Tai Wo Car Parks.
- (iii) The management company of Tai Wo Car Parks intended to apply for the provision of additional motorcycle PSs, but was deterred by the complicated application procedures and high fees.
- (iv) It was suggested that the department provide incentives, such as adjusting the application fees or offering concessions, so that commercial organisations would be willing to apply for providing more PSs.

63. The representative of TD responded that the issue of land lease had to be supplemented by the LandsD.

(Post-meeting note: The LandsD added that government leases, under which all private land in Hong Kong was held, usually contained restrictions on the uses which the land or buildings might be put or the permissible structures that might be erected on the land. Under normal circumstances, leaseholder must comply with all the terms and conditions as stipulated under the lease. Where a leaseholder wished to carry out activities or erect structures for a temporary period which did not comply with lease conditions, the leaseholder should apply for a waiver from the LandsD to temporarily relax the restriction(s) under the lease. If the waiver application was approved, the Government, as landlord, would require the leaseholder to pay a fee reflecting the enhanced value of the land or building for the period of the waiver as appropriate. Additional relevant conditions related to the new uses of the land or building or the new permissible structures might also be imposed (please see the website of LandsD for details). For private lots, leaseholder should engage professionals to have a clear picture of the situation and content of the lease in order to adopt an appropriate proposal.)

64. The Chairman said that it was hard to identify suitable locations for providing more PSs, and hoped that the department would make every effort to provide more PSs.

65. The representative of HKPF went through the captioned paper (No. TT 48/2024).

66. Members' comments and questions were as follows:

- (i) It was suggested that the Police strengthen enforcement in the vicinity of Po Nga Road and remove the motorcycles that had been parked there for a long time.
- (ii) It was suggested that the Police strengthen enforcement as there were currently widening works and temporary traffic arrangement of converting the road to one-way traffic at Chung Nga Road, but large vehicles were often parked there illegally.

- (iii) They asked about the number of PSs to be provided at Football-cum-Rugby Pitch with Public Vehicle Park in Area 33, Tai Po.
- (iv) They asked about the trial enforcement against electric mobility devices (“EMDs”).
- (v) EMDs were often seen travelling on the pavements in the district at present, which posed a danger to pedestrians. They would like to know about the enforcement actions taken by the Police in this regard as well as the relevant legislation.

67. The representative of HKPF responded as follows:

- (i) The Police had noted the seriousness of illegal parking in the vicinity of Po Nga Road and had, in this regard, stepped up prosecution and removal of vehicles with expired vehicle licences or parked for a long time.
- (ii) As vehicle owners would move their vehicles to park elsewhere after being prosecuted, the Police would strengthen enforcement as far as possible to improve the situation.
- (iii) The Police had strengthened enforcement against the problem of illegal parking at Po Nga Road.
- (iv) Tai Po Division would carry out enforcement actions against EMDs with Traffic New Territories North Headquarters. The Police would deliver the devices in question for examination after arresting the users, and would institute prosecution against users if the devices were confirmed to be EMDs.
- (v) It took about three months to process each case, and the fine would range from HK\$2,000 to HK\$5,000 depending on the judgement.

68. A Member hoped that the Police would strengthen enforcement during morning peak hours in the vicinity of Heung Sze Wui Street.

69. The representative of HKPF noted Members’ comments and would step up prosecution.

70. The representative of TD said that he would supplement the number of PSs to be provided at Football-cum-Rugby Pitch with Public Vehicle Park in Area 33, Tai Po, after the meeting.

(Post-meeting note: The TD proposed to provide about 400 PSs in Area 33, and the ratio of PSs for private vehicles and commercial vehicles was around one to one.)

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

(TPDC Paper No. TT 49/2024)

71. The representative of HyD went through the captioned paper.
72. A Member asked about the progress of the trial scheme of Project No. NE/22/00559.
73. The representative of HyD responded as follows:
- (i) The said trial scheme would be taken forward by the TD, and the works would be carried out by the HyD upon receipt of the Works Request Form.
 - (ii) When the trial scheme was completed and decision had been made to implement it, the department would take permanent measures in this regard, including the provision of traffic signs and road markings as well as the resurfacing of the road.
74. Members' questions and comments were as follows:
- (i) They asked whether the said project had been changed to a permanent measure.
 - (ii) They asked whether there was any alleviation in the situation of illegal parking after the road section was converted to one-way traffic, and hoped that the Police would provide relevant enforcement figures.
 - (iii) It was suggested that the department provide the relevant data for Members to understand the effectiveness of the trial scheme so as to answer the residents' questions.
 - (iv) They asked about the detailed location of Structure No. KF04.
 - (v) It was suggested that the Police step up enforcement in the vicinity of Tai Po Centre to ensure the safety of pedestrians when crossing the road.
 - (vi) The works of Structure No. NS78 often led to water main bursts. It was hoped that the department would keep in view of the situation.
 - (vii) They asked about the completion date of the traffic light facilities outside Ting Kok Village.
75. The representative of TD responded as follows:
- (i) The trial scheme of Project No. NE/22/00559 was expected to be completed by the end of November and would be turned into a permanent measure. Detailed

arrangements and effectiveness analytical results would be provided for Members' reference in due course.

- (ii) Permanent measures included the provision of traffic signs to remind motorists and double white lines at crossings to prevent lane-cutting, and the installation of raised crossings (painted in red) at pedestrian crossings.
- (iii) Arrangements were being made by the power company and telecommunication companies to commission the traffic lights outside Ting Kok Village on 12 November.

(Post-meeting note: The TD consulted the TTC on the results of the trial scheme of Project No. NE/22/00559 and recommendations on improvements. The Secretariat had forwarded the relevant paper to Members for reference via email on 11 November 2024.)

76. The representative of HyD responded as follows:

- (i) Regarding Project No. NE/22/00559, the department would carry out preparatory work in accordance with the final design, including the erection of road signs and implementation of temporary traffic arrangements, and would report the progress to Members upon completion of the design.
- (ii) Structure No. KF04 was located near Kwong Yan House of Kwong Fuk Estate. The captioned paper showed the commencement date of the works contract instead of the works. The department could furnish Members with the detailed location for reference later.
- (iii) The works project of Structure No. NS78 would be referred to the section concerned for follow-up and details would be supplemented after the meeting.

(Post-meeting note: Regarding the works of Structure No. KF04, the HyD had provided a location map for reference, which was forwarded via email by the Secretariat for Members' reference on 20 December 2024.

Regarding the works project of Structure No. NS78, the HyD was currently continuing with the water mains diversion to make sufficient room for the retrofitting of lifts. In September, an incident of water main burst occurred during the inspection of underground water mains through excavation of trench pits on the pavement, and the contractor had backfilled the pavement on the side near Tai Wo Road. In October this year, the department confirmed with the WSD that the latest location of water main connection would be shifted to the existing slope near Po Heung Street under Structure No. NS78, and the contractor was currently preparing for the next stage of the water mains diversion. During the works, the contractor would follow the code of practice and preventive measures of the WSD to protect existing water mains and prevent them from bursting.)

77. The Chairman said that he had visited the site of Structure No. NS78 in April this year, during which the department had explained that the water mains had to be relocated before lifts could be retrofitted. In addition, he hoped that the department would provide the detailed arrangements of Project No. NE/22/00559 later for Members to give their views.

78. The representative of HKPF said that he would furnish Members with the number of prosecutions for breach of law in the vicinity of On Pong Road after the meeting.

(Post-meeting note: The Secretariat had forwarded the supplementary information provided by the HKPF to Members for reference via email on 20 December 2024.)

XIII. Any other business

79. A Member asked about the proposals for the construction of Kwong Fuk Vehicular Bridge and PSK Station.

80. The representative of TD said that the proposal for Kwong Fuk Vehicular Bridge had been referred to the HyD for study.

81. The representative of HyD said that study was underway and information would be provided to Members in due course.

82. The Chairman hoped that the departments concerned would provide supplementary information on the progress of the proposals for the construction of the vehicular bridge and PSK Station as soon as possible.

83. Members raised the following:

- (i) It was suggested that the departures of KMB routes 271A, 74 and 907C be advanced to 6:30 a.m. and their frequency be increased.
- (ii) It was hoped that the department would have 19-seat PLBs put into service as soon as possible and enhance the monitoring of service quality at the same time.
- (iii) It was suggested that the service hours of GMB route 20X be extended.
- (iv) They asked about the progress of the expansion of Fu Heng Bus Terminus.
- (v) They asked about the works progress of the construction of a cover for the walkway from the junction of Plover Cove Road and Nam Wan Road to TPM Station.
- (vi) The TD was planning to launch a new round of “Provision of Cover to Walkway” initiative. It was hoped that Members would identify suitable sites for the

department to study the feasibility.

- (vii) It was suggested that the department conduct a site visit to Kwong Fuk roundabout and study the feasibility of providing an additional traffic lane.
- (viii) It was suggested that the departments concerned consider whether traffic congestion would be caused prior to awarding the road works.
- (ix) Works were underway at the private housing estates in the vicinity of Ma Wo Road and Tat Wan Road, resulting in serious traffic congestion. It was suggested that the Police strengthen enforcement or consider other measures to improve the situation.
- (x) They asked about the progress of the introduction of GMB route 28A.
- (xi) It was suggested that the route from Tai Po to North Point via Pak Shek Kok be incorporated in the “Pet Bus”.

84. The representative of HyD responded that the department had communicated with the taxi associations and bus companies earlier on the temporary traffic arrangements for the expansion of Fu Heng Bus Terminus, and the revised arrangements would be referred to the departments concerned for vetting and approval, and would then be implemented based on project needs.

85. The Chairman added that the “Provision of Cover to Walkway” initiative of the TD had to be connected to major public transport or transport facilities. The department suggested providing a covered walkway at Chong San Road and planned to conduct a consultation at the next meeting. He hoped that Members would consider suitable locations and give their views.

86. The Chairman asked the departments to take note of Members’ comments and take follow-up actions, as well as communicate with the relevant Members and arrange a site visit as necessary.

XIV. Date of next meeting

87. The Chairman announced that the next meeting was scheduled to be held at 2:30 p.m. on 9 January 2025 (Thursday).

88. There being no other business, the meeting was adjourned at 6:08 p.m.