

**Minutes of the 4th Meeting in 2024**  
**of the Traffic and Transport Committee**  
**of Tai Po District Council**

Date: 4 July 2024 (Thursday)  
Time: 2:33 p.m. – 6:06 p.m.  
Venue: Conference Room, Tai Po District Council (“TPDC”)

<b><u>Present</u></b>	<b><u>Time of Arrival</u></b>	<b><u>Time of Withdrawal</u></b>
<b><u>Chairman</u></b>		
Mr. LI Yiu-ban, BBS, MH, JP	Beginning of the meeting	End of the meeting
<b><u>Vice-chairman</u></b>		
Mr. MUI Siu-fung	Beginning of the meeting	End of the meeting
<b><u>Members</u></b>		
Mr. YU Chi-wing, MH	Beginning of the meeting	End of the meeting
Mr. LEE Man-kit	Beginning of the meeting	End of the meeting
Ms. LEE Sai-yin, Jeanne, BBS, JP	Beginning of the meeting	End of the meeting
Mr. LI Wah-kwong, Rex, MH	Beginning of the meeting	End of the meeting
Mr. LAM Yick-kuen, MH	Beginning of the meeting	End of the meeting
Mr. WU Cheuk-him	Beginning of the meeting	End of the meeting
Mr. MUI Ching-hung	Beginning of the meeting	End of the meeting
Mr. CHAN Siu-kuen, MH, JP	Beginning of the meeting	End of the meeting
Mr. CHAN Pok-chi, JP	Beginning of the meeting	End of the meeting
Mr. MAK Shing-ho, Gary	Beginning of the meeting	End of the meeting
Mr. WAN Koon-kau	Beginning of the meeting	End of the meeting
Mr. WONG Wai-tung	Beginning of the meeting	End of the meeting
Ms. WONG Pik-kiu, 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
<b><u>Secretary</u></b>		
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. MAK Pui-yan	Engineer / 19 (North) / Civil Engineering and Development Department
Mr. CHAN Chun-chung	Assistant Housing Manager (Atg.) / 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
Miss YU Wing-lam, Phoebe	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
Ms. CHUNG Pui-yee, Penny	Corporate Communications Manager / Citybus Limited (“Citybus”)
Mr. CHAN Ho-fung, Clarence	Operations Manager (Kowloon and New Territories) / Citybus
Mr. CHAN Lok-hin, Thomas	Assistant Corporate Communications Officer / Citybus
Mr. WONG Yu-ting, Utan	Deputy Operations Director (East) / 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
Ms. SO Yuk-yin, Rysta	External Affairs Manager / Mass Transit Railway Corporation Limited (“MTR”)
Mr. WONG Lui	External Affairs Manager / MTR

### **Opening Remarks**

The Chairman welcomed participants to the meeting of the Traffic and Transport Committee (“TTC”), and then welcomed Mr. CHAN Chun-chung, Assistant Housing Manager (Atg.) / Tenancy (Tai Po, North & Shatin 7) 2 of HD to attend the meeting in place of Mr. LAM Shu-him.

2. The Chairman reminded Members that pursuant to Order 38(1) of the TPDC Standing Orders, Members were required to submit discussion papers to the Secretary ten clear working days before the meeting. The chairman of the meeting might approve a shorter notice if he considered it

appropriate.

**I. Confirmation of the minutes of the 3rd meeting in 2024 of the TTC on 9 May 2024**

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

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

**II. Proposed provision of interchange concessions and special departures for KMB route 71A**  
**(TPDC Paper Nos. TT 13/2024 and TT 13a/2024)**

5. The Chairman welcomed Mr. WONG Yu-ting, Utan, Ms. LIP Pui-lam, Rennis, Messrs. LAU Sheung-man and LAI Sheung-him, Leon, Deputy Operations Director (East), Assistant Manager (Public Affairs), Assistant Manager (Operations) and Assistant Officer (Operations Support) of KMB respectively, to attend the meeting for this agenda item.

6. A Member went through the captioned paper (No. TT 13/2024).

7. The representative of TD went through the captioned paper (No. TT 13a/2024).

8. The representative of KMB expressed support for the proposed enhancement of the operational efficiency of route 71A. The KMB was willing to discuss the relevant measures with the department under the premise of balancing the needs of different stakeholders.

9. Members' questions and comments were as follows:

- (i) They asked whether direct bus services to MTR Tai Po Market Station ("TPM Station") from Fu Heng Estate or Chung Nga Court could be provided during peak hours.
- (ii) They point out that route 71A had been in operation for nearly 30 years, but had not been provided with MTR interchange concessions, whereas concessions had already been provided for route 72K, which had only been in operation for a few months, and opined that such arrangement would give rise to equity concerns.
- (iii) They asked whether MTR and KMB would provide interchange concessions for route 71A.

10. The representative of MTR responded that the MTR interchange concessions were commercial promotions, which could only be implemented in collaboration with the relevant public transport operators. MTR would continue to offer various on-going fare concessions to benefit customers from all walks of life.

11. Members' comments were as follows:

- (i) As residents often took route 71A to the urban core of Tai Po Market, they asked whether KMB could provide concessions during the summer vacation.
- (ii) The patronage of route 71A was high during the morning and afternoon peak hours. Some members of the public had recently reflected that the service of this route had not been provided according to the schedule. It was hoped that KMB would follow up on it.

12. The Chairman suggested that additional through trips to TPM Station be provided on condition that the existing frequency would not be affected. He hoped that KMB and MTR would actively consider the proposal and inform Members of the outcome of discussion, if any, through the Secretariat.

**III. Proposal to introduce a spoke route to ply between Shap Sze Heung and Heung Yuen Wai Boundary Control Point for Citybus route B8**  
**(TPDC Paper Nos. TT 14/2024 and TT 14a/2024)**

13. The Chairman welcomed Ms. CHUNG Pui-yee, Penny and Messrs. CHAN Ho-fung, Clarence and CHAN Lok-hin, Thomas, Corporate Communications Manager, Operations Manager (Kowloon and New Territories) and Assistant Corporate Communications Officer of Citybus respectively to attend the meeting for this agenda item.

14. A Member went through the captioned paper (No. TT 14/2024).

15. The representative of TD went through the captioned paper (No. TT 14a/2024), and added that four additional short working trips from Kwong Fuk Estate, Tai Po, to Heung Yuen Wai ("HYW") Boundary Control Point ("BCP") for route B8 would be provided daily during the morning peak hours from 15 July to 1 September 2024.

16. The representative of Citybus responded as follows:

- (i) Citybus had enhanced the service of route B8 for numerous times in response to the increase in patronage, including the extension of service from only covering the

weekend at its initial stage of operation to providing daily service.

- (ii) Citybus adopted an open attitude to the captioned proposal and noticed that other bus companies had launched new routes to HYW BCP.
- (iii) Citybus would continue to communicate with and submit proposals to the department in the hope that the application for the introduction of a spoke route for route B8 could be approved as soon as possible.

17. Members' comments and questions were as follows:

- (i) They thanked the department and Citybus for the provision of additional special working trips for route B8, but reiterated their wish for the introduction of a spoke route for route B8 to serve the residents in the areas of Shap Sze Heung and Pak Shek Kok, and hoped that the department and Citybus would actively consider the captioned proposal.
- (ii) They said that quite a number of members of the public found it more convenient to cross the boundary by taking route B8 than travelling to Lo Wu Control Point for travellers' clearance.
- (iii) It was suggested that Citybus erect shelters at the bus stop of route B8 at Kwong Fuk Estate to improve the waiting environment.
- (iv) It was suggested that a bus stop be provided for route B8 (Tai Wai bound) at a location similar to that provided on Kwong Fuk Road (HYW bound).
- (v) It was suggested that a spoke route from Shap Sze Heung to the town centre of Tai Po and HYW BCP via Pak Shek Kok be introduced to facilitate residents travelling to the BCP and plying to and from the town centre of Tai Po, and hoped that the department would consider the proposal.
- (vi) They asked whether Citybus had introduced the proposal to the Sai Kung North Rural Committee.
- (vii) With the imminent completion of "GO PARK Sai Sha", it was expected that residents in Shap Sze Heung area would have a certain demand for that route, and suggested that the department finalise the transport arrangements as soon as possible before the intake of flats in new housing estates.
- (viii) It was suggested that interchange concessions and sectional fares be provided for the spoke route of route B8 to facilitate residents in the areas of Shap Sze Heung and Pak Shek Kok to travel to and from Tai Po District.
- (ix) They asked about the current service of route A47X, and suggested that additional special working trips via Pak Shek Kok be provided.
- (x) They thanked Citybus for the introduction of routes 581 and 582.

- (xi) As it was expected that the intake of flats in new housing estates in Shap Sze Heung would take place in early 2025 and “GO PARK Sai Sha” would be fully opened by the end of July 2024, they hoped that Citybus would introduce new routes to facilitate Shap Sze Heung residents.
- (xii) They thanked the department and Citybus for increasing the service frequency of route B8 during the summer vacation, and hoped that the department would actively consider the introduction of bus routes plying between Tai Po and Shenzhen Bay Port (“SBP”), which could be departed from other districts (via Tai Po to SBP).
- (xiii) They said that a number of bus stops of route B8 were still without shelters and suggested that Citybus erect shelters at the bus stop in Tai Wo Estate.
- (xiv) It was suggested that the department strengthen co-operation with KMB and Citybus to expedite the construction of shelters at open-air bus stops (such as those at Chong San Road and Kwong Fuk Estate) to provide the public with a comfortable waiting environment.
- (xv) It was suggested that the special working trips of route B8 be operated on a trial basis along the captioned route during the summer vacation, and consideration be given to continuing the operation if the proposal was feasible.

18. The Chairman’s comments and questions were as follows:

- (i) Currently, there were eight public transport routes passing through Sai Sha Road and he hoped that the department would introduce additional bus or minibus routes connecting Shap Sze Heung and Tai Po so as to facilitate Shap Sze Heung residents.
- (ii) He said that some residents had reflected their wish for the provision of additional airport bus routes from Shap Sze Heung, but he opined that consideration would need to be given to the actual demand and allocation of social resources, and suggested that residents make use of interchange concessions to interchange with airport bus routes at Shek Mun.
- (iii) He asked whether passengers could enjoy interchange concessions by taking route 299X to Shek Mun to interchange with route A41.

19. The representative of KMB responded that at present, an interchange concession of \$6 had been offered to all A route buses of KMB and Long Win Bus Company Limited (“LWB”). LWB would closely monitor the population growth in the areas of Shap Sze Heung and Pak Shek Kok, actively consider the relevant routeing arrangements, and inform Members through the Secretariat of any progress.

20. The Chairman said that it would be most desirable should there be a direct airport bus route from Shap Sze Heung, but given the lack of resources, he hoped that Members would propose interchange routes to the public.

21. The Chairman suggested that Citybus provide interchange concessions for the routes plying between Shap Sze Heung and Sha Tin, which would come into operation soon, so that members of the public could access the BCP by taking buses to Shek Mun to interchange with route B8. He also suggested that the additional special working trips of route B8 to be provided during the summer vacation be diverted to depart from Pak Shek Kok.

22. The representative of Citybus responded as follows:

- (i) Citybus had reserved vehicles to provide short working trips of route B8 during the summer vacation.
- (ii) Citybus would proactively study the construction of bus shelters.
- (iii) Citybus recognised the need to introduce a spoke route for route B8 to help divert traffic. It had submitted to the department a proposal on the introduction of new routes to be operated from Shap Sze Heung and Pak Shek Kok for on-going discussion, and hoped to report to Members after finalising the proposal as soon as possible.
- (iv) Citybus would pay close attention to the population growth in Shap Sze Heung and Pak Shek Kok and introduce new routes subject to passenger demand. Members were welcome to put forward their suggestions.

23. A Member suggested that Citybus provide a timetable and locations of the proposed bus shelters for follow-up, and hoped that the department could co-operate accordingly.

24. The Chairman said that with the completion of new housing estates, the population in Pak Shek Kok was bound to increase, and hoped that the department and bus companies would actively consider the introduction of new routes. He suggested that all parties think about the routing arrangements so as to increase patronage and enhance the feasibility of introducing routes to SBP.

#### **IV. Proposal to increase the service frequency of Lok Ma Chau Spur Line of MTR East Rail Line on weekdays**

(TPDC Paper Nos. TT 15/2024 and TT 15a/2024)

25. The Chairman welcomed Ms. SO Yuk-yin, Rysta and Mr. WONG Lui, External Affairs Managers of MTR to attend the meeting for this agenda item.

26. A Member went through the captioned paper (No. TT 15/2024).

27. The representative of TD went through the captioned paper (No. TT 15a/2024).

28. The representative of MTR responded as follows:

- (i) MTR had been keeping in view the utilisation of cross-boundary stations by passengers and would review the service in a timely manner with adjustments to be made as and when necessary. It was observed that there was a growing passenger demand for railway service to and from Lok Ma Chau Spur Line Control Point (“Spur Line Control Point”) during the morning and evening hours on weekends and public holidays and MTR had therefore enhanced the relevant service.
- (ii) Noting the need for service adjustments to cope with passenger demand during long weekend holidays, MTR thus enhanced its services of six railway lines during the past long weekend holidays, including, inter alia, the frequency of trains to and from Lok Ma Chau Station
- (iii) MTR was dedicated to providing efficient, safe and comfortable train services for passengers, and would set train schedules based on train capacity and passenger demand.
- (iv) MTR would continue to closely monitor the passenger flow at the relevant stations and review train services in a timely manner.

29. The Chairman said that the frequency of train service had increased since the replacement of the signalling system of MTR. With the development of the Guangdong-Hong Kong-Macao Bay Area and the more frequent flow of people between the two places Hong Kong and the Mainland, it was hoped that the department and MTR would continue to explore the enhancement of service frequency in order to cope with the growth in demand. He also suggested that the operation hours of the Spur Line Control Point be extended to 12 midnight, and hoped that the suggestion would be actively considered by the department or the Transport and Logistics Bureau.

**V. Proposal to speed up implementation of the planning for Pak Shek Kok Station on the MTR East Rail Line and its surrounding ancillary facilities**  
(TPDC Paper Nos. TT 16/2024 and TT 16a/2024)

30. A Member went through the captioned paper (No. TT 16/2024).

31. The representative of TD went through the captioned paper (No. TT 16a/2024).

32. The representative of MTR responded that MTR would maintain liaison with stakeholders in taking forward the project.



33. Members' comments were as follows:

- (i) In view of the gradual increase in population in Pak Shek Kok, supporting transport facilities should be improved prior to the completion of MTR Pak Shek Kok Station ("PSK Station") so as to meet the transport demand of residents.
- (ii) It was suggested that a cross-Tolo Harbour flyover connecting Pak Shek Kok and Sam Mun Tsai be constructed so as to ease the traffic in Tai Po District.

34. The Chairman said that detailed planning and professional inputs were required for Members' suggestions, and suggested that the discussion should focus on the development of PSK Station.

35. Members' comments and questions were as follows:

- (i) The planning for PSK Station had long been proposed in the 2021 Policy Address but there were no planned facilities nor options so far. They worried that PSK Station could not be completed on or before 2033.
- (ii) They asked whether MTR had discussed the handling solutions to the site of the Hong Kong Education University ("EdUHK") Sports Centre with EdUHK.
- (iii) They pointed out that the Development Bureau ("DEVB") had indicated that only railway-related infrastructure would be constructed in PSK Station, and thus would like to know about the specific details.
- (iv) They suggested that MTR consider providing other ancillary facilities such as recreational and sports facilities, shopping centres, markets or electric vehicle charging stations in planning PSK Station to meet the needs of residents.
- (v) They suggested that the department consider providing additional stops as interchange stops for minibus routes travelling via Pak Shek Kok.
- (vi) They suggested that consideration be given to the provision of a mega shopping mall in the planning for PSK Station to divert pedestrian flow in Tai Po District.
- (vii) They opined that the current utilisation rate of EdUHK Sports Centre was low and hoped that MTR would make good use of the site for planning, with a view to providing sufficient ancillary facilities for residents in Pak Shek Kok.
- (viii) They said that they had written to the department on the proposed cross-Tolo Harbour flyover and hoped that the department would actively consider the proposal and jointly promote community building with Members.
- (ix) They asked MTR about the completion date of the planning for PSK Station, and worried that the works could hardly be completed in nine years' time as construction could only commence after going through various statutory procedures upon

completion of the planning work.

- (x) They suggested that MTR report on the progress of the planning for PSK Station on a half-yearly basis to facilitate Members to follow up and serve as a bridge of communication between the Government and the public.

36. The Chairman said that the majority of Pak Shek Kok residents hoped that PSK Station could be completed as soon as possible and equipped with adequate community facilities to meet their daily needs and reduce the need for travelling. He understood that there were considerable difficulties in constructing an additional station on the existing railway line, and hoped that all parties would collaborate to ensure that the completion of PSK Station would be on schedule. He also hoped that the department and MTR would report on the planning progress at the meeting in November.

37. The representative of TD responded that the department understood that Members had different views on the planning for PSK Station and would reflect their views to the DEVB, which was responsible for the project.

38. The Chairman hoped that the DEVB would provide more information on the planning for PSK Station at future meetings.

**VI. Proposed extension of the lay-by and bus stop on Tai Po Tai Wo Road near Tai Po Centre**  
**(TPDC Paper No. TT 17/2024)**

39. A Member went through the captioned paper.

40. The representative of TD responded as follows:

- (i) The department had planned to provide a minibus stop at the rear of the bus stop on Tai Po Tai Wo Road.
- (ii) As the captioned proposal required removal of the affected trees along the pavement, the department would further study its feasibility.

41. Members' comments were as follows:

- (i) They said that some of the housing estates in the district were applying for setting up an additional pick-up/drop-off point at Tai Po Centre for their residents' services ("RS") operated by non-franchised buses ("residents' buses"), and opined that Tai Po Tai Wo Road, which had a lower traffic flow, was suitable for picking up and dropping off passengers.

- (ii) They reflected that quite a number of government vehicles or publicity vehicles would park at the lay-by, and hoped that the department would proactively study and solve the issue of roadside trees.
- (iii) The captioned proposal would help ease the traffic flow at Tai Po Central Bus Terminus (“BT”) and the bus stop in question could also serve as a temporary bus stop for Tai Po Central BT during its renovation.
- (iv) With the imminent reopening of Tai Po Civic Centre (“TPCC”), the bus stop concerned was expected to alleviate traffic congestion in Tai Po Centre.
- (v) The captioned proposal was expected to alleviate traffic congestion in the district. It was hoped that the department would give real consideration to it and maximise the effectiveness of the lay-by.
- (vi) They concurred with the provision of a minibus stop at the rear of the bus stop on Tai Po Tai Wo Road to safeguard the safety of passengers when boarding and alighting.
- (vii) They opined that the extension of the lay-by could facilitate the work of government promotion trucks and be used as a pick-up and drop-off point for tour buses to tie in with the large-scale activities at TPCC.

42. The Chairman asked whether the design of the bus stop shown in the captioned paper was intended for use as a lay-by.

43. The representative of TD responded that Figures 1 and 2 showed the same location, which was currently used as a lay-by for loading and unloading activities, while Figure 3 was the bus stop.

44. The Chairman agreed to the extension of the lay-by and suggested that the department place signs to differentiate the lay-by from the bus stop to avoid misunderstanding by motorists. He hoped that the department would expeditiously complete the design and consult the TTC so that the works could commence as soon as possible.

## **VII. Proposed erection of noise barriers on Tolo Highway (for the section between The Horizon and Providence Bay)**

(TPDC Paper Nos. TT 18/2024 and TT 18a/2024)

45. A Member went through the captioned paper (No. TT 18/2024).

46. The Chairman asked Members to refer to the captioned paper (No. TT 18a/2024) which was a written reply from the Environmental Protection Department on the captioned matter. He said that the erection of noise barriers required consultation with residents and balancing considerations of various parties. The department indicated in its reply that the relevant developers had constructed the housing estates in compliance with the requirements of the Environmental Impact

Assessment Ordinance (“Ordinance”) and the traffic noise met the noise standards. As such, it was suggested that Members reconsider the need for the erection of noise barriers.

47. Members’ comments were as follows:

- (i) It was suggested that the department provide data and information on traffic noise at the captioned road section for reference.
- (ii) They said that the erection or demolition of noise barriers was controversial in nature, and hence the decision should be made based on the objective data on traffic noise.
- (iii) It was suggested that Members communicate with the incorporated owners (“IOs”) or owners’ committees of the relevant housing estates to garner views from different stakeholders.
- (iv) Residents of The Horizon had reflected their wish to enhance the services of green minibus (“GMB”) routes 27A and 27B.
- (v) They had addressed the issue of noise barriers for some of the housing estates, and understood that some residents were in support of the suggestion. However, voices of opposition had to be taken heed of at the same time.
- (vi) It was suggested that trees of medium height be planted on the roadside first to minimise the impact of traffic noise on residents.
- (vii) They opined that the Ordinance had been in force for many years, and suggested that the department review and improve the Ordinance.
- (viii) It was suggested that the department arrange to collect data on traffic noise at night for reference by all parties concerned.

48. The Chairman said that the department had informed clearly the developers of the relevant housing estates that they had to comply with the land sale conditions and requirements of the Ordinance, and they might be held legally liable in case of non-compliance. He suggested that Members explain to residents the response of the department.

#### **VIII. Proposed enhancement of the residents’ bus diversion arrangements at MTR Tai Po Market Station**

(TPDC Paper Nos. TT 19/2024 and TT 19a/2024)

49. A Member went through the captioned paper (No. TT 19/2024).

50. The representative of TD went through the captioned paper (No. TT 19a/2024).

51. A Member noticed that there were quite a number of employees' buses ("EBs") of companies picking up and dropping off passengers at the pick-up/drop-off area at Exit A2 of TPM Station, but it was shown in the captioned paper (No. TT 19a/2024) that there was only one EB route. He asked the department whether the said employees' service ("ES") had been approved.

52. The representative of TD responded that the ES referred to by the Member might be private bus services. He would revert to Members after finding out the situation after the meeting.

(Post-meeting note: The TD said that for the ES route shown in the captioned paper (No. TT 19a/2024), its pick-up/drop-off point was on Nam Wan Road outside Uptown Plaza instead of Tat Wan Road outside Exit A2 of TPM Station. From the records of TD between August 2022 and the second half of July 2024, the department had not granted approval for any employers whose places of work were in Tai Po District to provide ES (A04) and set the pick-up/drop-off point on Tat Wan Road outside Exit A2 of TPM Station. The department would arrange for a site investigation to review the boarding and alighting of passengers of EBs on Tat Wan Road outside Exit A2 of TPM Station. As for RS (A06), applications had to be made to the TD regardless of whether they were fare-charging or not.)

53. The Chairman said that the EBs concerned might be owned by companies which provided free feeder services for their employees. As such, there was no need to apply to the department for ES routes.

54. Members' comments and questions were as follows:

- (i) They said that unauthorised private buses or publicity vehicles often parked at the said pick-up/drop-off area, causing traffic congestion and affecting the fairness of the housing estates which had applied or intended to apply for RS. It was suggested that the department review afresh the arrangement.
- (ii) They asked whether the provision of free feeder bus service by housing estates for their residents did not require submission of applications to the department and they could arrange their own routes.
- (iii) Noting that quite a number of government promotion trucks had been allowed to park there for over half a day, they asked the department for the reasons of approving applications on such busy road sections.
- (iv) It was suggested that Exit B of TPM Station be used only for dropping off passengers by residents' buses during peak hours to help ease the traffic around TPM Station.

55. The Chairman said that the traffic was extremely congested around TPM Station at present, and suggested that a multi-storey public transport interchange ("PTI") be constructed at Exit B of TPM Station to increase the capacity of TPM Station to accept more RS applications.

56. Members' comments were as follows:

- (i) It was pointed out that there was an increasing demand for GMB services by residents, and GMB operators also intended to enhance their services. Having said that, due to the presence of location constraints at TPM Station, it was hard to increase the service frequency.
- (ii) It was hoped that the department would conduct a study and draw up a long-term plan for the construction of the multi-storey PTI.
- (iii) There were currently no comprehensive supporting facilities to improve the traffic and transport in Tai Po District. It was hoped that the department would give serious consideration to using Exit B of TPM Station as a transport hub and make long-term planning as a whole.
- (iv) It was hoped that the department would make early planning for community infrastructure to cope with future population growth.

57. The Chairman hoped that the department would consider the relevant suggestions to optimise the supporting transport facilities in the district and report on the progress of the suggestions to the TTC in a timely manner.

**IX. Proposed enhancement of the pick-up and drop-off arrangements of shuttle buses for residents and staff in the vicinity of Kai Wo Road, Tai Wo**  
**(TPDC Paper No. TT 20/2024)**

58. A Member went through the captioned paper.

59. The representative of HD responded that Tai Wo Estate was an estate under Tenants Purchase Scheme, and the captioned road section was a private road owned and managed by the IO of Tai Wo Estate. Should Members have any comments on the private road in question, the department could assist in conveying them to the IO.

60. The Chairman pointed out that the captioned road section was a private road. As such, it would be difficult for the TD and HD to address the issue.

61. A Member asked the TD about information on non-franchised bus ("NFB") services at that road section.

62. The representative of TD responded that the department did not have any relevant application records.

63. A Member asked whether the residents' buses, which were fare-charging at their own expenses, were not subject to the regulation of the department and routes could be arranged on their own.

64. The representative of TD added that as the road section in question was a private road, an application should be made to the IO for providing NFB services.

65. A Member asked whether the provision of free NFB services with scheduled departures was not required to apply to the department for operation, and the routes could be determined on their own.

66. The Chairman asked the department to respond to the questions after the meeting. As there was no supplementary information on this agenda item, it was impossible to continue discussion on the issue.

(Post-meeting note: From the records of TD between August 2022 and the second half of July 2024, there were two ES (A04) routes provided by employers whose places of work were in Tai Po District and the stop was set at Kai Wo Road.)

**X. 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 21/2024 and TT 22/2024)

67. The representative of TD went through the captioned paper (No. TT 21/2024).

68. The representative of HKPF went through the captioned paper (No. TT 22/2024).

69. A Member asked the Police for the reasons of the significant drop in the number of fixed penalty notices ("FPNs") issued to offending vehicles in May.

70. The representative of HKPF responded that the Police would give verbal advice before issuing FPNs to offending vehicles, and FPNs would be issued to vehicles which remained parked illegally after such advice. As such, the number of FPNs issued in May had dropped significantly.

71. Members' comments and questions were as follows:

- (i) Regarding the illegal parking at the roundabout outside Fu Shin Estate BT, they were pleased to see the effectiveness of strengthened enforcement of the Police. However, some members of the public had reflected that there remained quite a

number of illegally parked vehicles, posing a safety threat to road users. It was suggested that double yellow lines be established at that road section.

- (ii) They asked about the reasons why the number of FPNs issued by TPPD was lower than that of Tai Po Division in April.

72. The representative of HKPF responded that the figures for TPPD in the paper should be that for Sheung Shui Division. The contents of the paper would be revised accordingly later and the Secretariat would be notified.

73. Members asked about the works progress of Football-cum-rugby pitch with Public Vehicle Park in Area 33, Tai Po. They would like to learn from the Leisure and Cultural Services Department (“LCSD”) that whether the progress of implementation of the works had been affected by the design of the vehicle park.

74. The Chairman said that the above project had been long proposed, and the works progress might have been slowed down due to limited resources. As there was no representative of LCSD attending the meeting, he asked whether the department had replied to the questions on the works at the meetings of other committees.

75. The Secretary added that the department had indicated that it would report on the works progress at future meetings of the District Facilities and Works Committee (“DFWC”). As the works were currently at the stage of funding application, the department would update Members on the latest design and concrete schedule of the works upon successful application of funding.

76. Members were concerned about the works would be affected by the progress of the vehicle park design. It was hoped that the TD and LCSD would co-ordinate with each other to commence the works as soon as possible.

77. The Chairman said that as the LCSD was the lead department of the works, Members were advised to await the report of the department at the next DFWC meeting.

78. Members’ comments and questions were as follows:

- (i) They thanked the TD for accepting their suggestions. They supported the department in increasing the supply of motorcycle parking spaces on Chung Nga Road near Heng Wing House, and reminded the department to keep an eye on a number of works in progress in the vicinity of Chung Nga Road.
- (ii) They asked about the progress of the lift retrofitting works under Structure No. NS78 which involved the relocation of water mains.



- (iii) They thanked the HyD for completing Project No. NE/23/01306. The environment there had improved significantly.
- (iv) They asked about the progress of Project No. NE/23/00135.
- (v) They asked about the progress of Project No. NE/23/00559 as well as its assessment results.

79. The Chairman said that some of Members' enquiries fell under the next agenda item. The TD or HKPF was requested to respond first.

80. Members' comments and questions were as follows:

- (i) A Member opined that the traffic problem at the roundabout outside Fu Shin Estate BT involved jaywalking. It was suggested that the Police step up enforcement against offenders.
- (ii) It was added that the suggestion of re-designating the said road section with double yellow lines was put forward by residents and local stakeholders.
- (iii) They asked how the Police would take enforcement actions against persons riding bicycles or electric unicycles on pavements.

81. The representative of HKPF responded as follows:

- (i) A total of 200 electric bicycles, electric unicycles and electric scooters were seized in Tai Po and Sheung Shui Divisions from January to June this year. The Police would continue to keep in view the situation and actively combat unlawful activities.
- (ii) If a cyclist was spotted stopping on the pavement, the Police would give a verbal advice first. A member of the public would be ticketed if the person was spotted riding a bicycle on the pavement. As he had no relevant enforcement figures on hand at the moment, a reply would be provided to Members after the meeting.

(Post-meeting note: The TPPD officers issued a total of 135 summonses for cycling offences in Tai Po District from January to June this year, among which a total of 33 summonses were issued for "riding a bicycle on the pavement".)

82. The representative of TD responded that kerbside fences had been erected at On Po Road outside Fu Shin Estate to prevent people from crossing the road, which helped minimise the risk of accidents. Single yellow lines had been marked on that road section to prohibit parking of vehicles during specific periods at present. The department would continue to monitor the situation and study improvement measures when necessary.

83. The representative of HKPF said that additional manpower would be deployed to deal with jaywalking at Fu Shin Estate.

**XI. 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 23/2024)

84. The representative of HyD went through the captioned paper and responded to Members' enquiries as follows:

- (i) To his understanding, regarding the lift retrofitting works under Structure No. NS78, the relocation of water mains was still being dealt with. He would convey the comments to the section concerned and contact Members directly.
- (ii) The advance work for Project No. NE/23/00135 commenced in May and had been completed. The provision of pedestrian crossing was currently underway.
- (iii) As the said works involved alignment and temporary traffic arrangements, discussions had to be held and revision to the design had to be made with the Electrical and Mechanical Services Department and TD. It was hoped that the works would be completed before the end of this year.
- (iv) He had to discuss the effectiveness of Project No. NE/23/00559 with the TD.

85. Members' comments were as follows:

- (i) The department was requested to take note of water leakage and dripping during rainy days at the covered walkway for the section between Wong Shiu Chi Secondary School and TPM Station. It was suggested that the department conduct a site visit with Members after the meeting.
- (ii) There was a pointed direction sign marked the turn to "Kwong Fuk Road" at the intersection of Po Heung Street (near The Bank of East Asia), and the direction of the arrow was pointing to the entrance of a restaurant. It was suggested that the department adjust the position of the sign.

86. The Chairman said that it would be more efficient for Members to contact the government departments directly to deal with urgent and pressing matters. If Members were unsure about the responsible government departments, they could make enquiries to the Secretariat.

87. Members' comments and questions were as follows:

- (i) It had been mentioned that cycle tracks had to be closed for the lift retrofitting works under Structure No. NS78. They asked the department about the arrangement and timetable in this respect.
- (ii) They asked about the trial arrangement for Project No. NE/23/00559, and hoped that the problem of illegal parking would not be aggravated upon implementation of the trial scheme.

88. The Chairman said that some members of the public had reflected earlier that it would be hard to alleviate traffic congestion if two-way traffic was maintained at On Tai Road, and suggested that On Tai Road (Tai Yuen Estate bound) be converted to one-way traffic. He concurred with this and conveyed the comments to the TD via district consultation. The trial scheme for the road section was extended from March to July. It was hoped that the department would report on the results of the trial scheme as soon as possible.

89. Members' comments and questions were as follows:

- (i) They thanked the HyD for assisting in dealing with the improper disposal of works materials and reflective vests by outsourced companies. It was hoped that the department would follow up on similar cases in other works projects.
- (ii) As urgent repair works to water mains at Kwong Fuk Road were in progress, some bus stops had been relocated to other positions. It was suggested that the TD and KMB optimise the waiting arrangements at the temporary bus stops.
- (iii) They suggested that the department install fences at the road section of Po Heung Street near Chow Sang Sang to enhance the safety of road users, and suggested that the representatives of HyD or TD conduct a site visit with Members.
- (iv) They asked whether space had been reserved under Project No. NE/23/00559 for the loading and unloading activities of van-type light goods vehicles, and were worried about the noise generated by their loading and unloading activities would affect the residents nearby. It was hoped that the department would consider not providing a lay-by at that road section.

90. The representative of TD responded as follows:

- (i) District consultation had been conducted earlier through the TPDO for Project No. NE/23/00559. The department had also received feedback from various parties and would examine afresh the arrangement of the trial scheme.
- (ii) According to the design paper of the said district consultation, there was no plan to provide a lay-by at that road section. The department would continue to collect data to review the effectiveness of the trial scheme.

## **XII. Any other business**

91. Members raised other business as follows:

- (i) It was suggested that the department optimise the route arrangement of GMB route 24 and review its fares. It was suggested that sectional fares be introduced.
- (ii) It was suggested that the service frequency of KMB route 72K during peak hours be increased to meet passenger demand.
- (iii) With the increase in population following the intake of flats in Fu Tip Estate, it was suggested that the department expedite the introduction of bus routes plying between Fu Tip Estate and the urban areas.
- (iv) It was suggested that an additional stop for KMB route 72K be provided at Fu Tip Estate (Phase 1).

92. The Chairman said that the department might not have sufficient information to respond. The department was asked to take note of the comments.

93. A Member suggested that the bend on Plover Cove Road (northbound) facing Kwong Fuk Estate be widened so that there would be more space for buses to make turns, thereby reducing the occurrence of traffic accidents. It was hoped that the TD and HD would discuss and consider widening the area, as well as other Members be invited to a site visit.

94. The Chairman suggested that the TD invite the HD and Members to a site visit and discuss the solution afterwards. He raised the point that some members of the public had reflected that the TD had been rejecting the application for RS from Mayfair By The Sea 8 to an MTR station. It was hoped that the department would consider providing a suitable MTR station as a pick-up/drop-off point for residents' buses. He said that most of the housing estates in Pak Shek Kok had found it hard to apply for RS, and hoped that PSK Station would be commissioned as soon as possible to address the transport needs of residents.

95. A Member indicated that a meeting had been arranged with the representatives of TD and residents to discuss issues relating to the traffic at Pak Shek Kok. Interested Members would be invited to attend by then.

96. The Chairman said that he would be pleased to attend the meeting to support activities organised by Members in their personal capacity.

**XIII. Date of next meeting**

97. The Chairman announced that the next meeting was scheduled to be held at 2:30 p.m. on 5 September 2024 (Thursday).

98. There being no other business, the meeting was adjourned at 6:06 p.m.

Tai Po District Council Secretariat  
August 2024