

Minutes of the 5th Meeting in 2024
of the Traffic and Transport Committee
of Tai Po District Council

Date: 5 September 2024 (Thursday)
Time: 2:33 p.m. – 5:09 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>		
Mr. CHOW Tsz-yan, Daniel	Beginning of the meeting	End of the meeting
Executive Officer I (District Council) / 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 (“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
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
Mr. CHAN Ho-fung, Clarence	Operations Manager (Kowloon and New Territories) / Citybus
Ms. KWOK Tsz-ching	Senior Corporate Communications Officer / Citybus
Mr. WONG Yu-ting, Utan	Deputy Operations Director (East) / Kowloon Motor Bus Company (1933) Limited (“KMB”)
Mr. LEE Hon-ling, Dennis	Head of Planning and Support / KMB
Ms. LIP Pui-lam, Rennis	Assistant Manager (Public Affairs) / KMB
Mr. LAU Sheung-man	Assistant Manager (Operations) / KMB
Mr. CHAN Wai-hang	Responsible Person / Operator of New Territories Green Minibus (“N.T. GMB”) route 24
Mr. LAU Ping-kuen	Operations Manager / Operator of N.T. GMB route 24
Mr. Michael LAW	Operations Strategy Manager / Operator of N.T. GMB route 24
Mr. LAU Kwok-ki	Head of Operation / Operator of N.T. GMB route 24

Opening Remarks

The Chairman welcomed participants to the meeting of the Traffic and Transport Committee (“TTC”), and then welcomed Mr. MEI Di-wen, a co-opted member, and Mr. WONG Wai-kei, Assistant Housing Manager / Tenancy (Tai Po, North & Shatin 7) 2 of HD to attend future TTC meetings in place of Mr. LAM Shu-him.

I. Confirmation of the minutes of the 4th meeting in 2024 of the TTC on 4 July 2024

2. No proposed amendments to the minutes had been received by the Secretariat prior to the meeting. The Chairman asked Members whether they had any proposed amendments.
3. As no Members had put forward any proposed amendments, the captioned minutes were confirmed.

II. Transport Department – Proposal to increase the service frequency of LWB route A47X via Pak Shek Kok and Hong Kong Science Park (“Science Park”)
(TPDC Paper No. TT 26/2024)

4. The Chairman welcomed Messrs. WONG Yu-ting, Utan and LEE Hon-ling, Dennis, Ms. LIP Pui-lam, Rennis and Mr. LAU Sheung-man, Deputy Operations Director (East), Head of Planning and Support, Assistant Manager (Public Affairs) and Assistant Manager (Operations) of KMB respectively, to attend the meeting for this agenda item.
5. The representative of TD went through the captioned paper.
6. Members’ questions and comments were as follows:
 - (i) They asked about the specific implementation date of the captioned routeing, and hoped that the department would implement the service as soon as possible.
 - (ii) It was suggested that the captioned route be changed to operate in the “E” route mode and a new “A” route be introduced for Tai Po residents to travel to and from the airport with a shorter trip.
7. The representative of TD added that the captioned routeing would commence operation in October at the earliest.
8. The Chairman said that the addition of the captioned routeing would facilitate the travel of residents in Pak Shek Kok, and the TTC was in support of it.
9. The representative of KMB responded that he was thankful to Members for their support to the captioned proposal. KMB had taken note of Members’ views and would communicate with the department as soon as possible in the hope that the captioned routeing could commence operation in early October.

(Post-meeting note: The operation hour of the special departures for LWB route A47X via Pak Shek Kok and Science Park would be extended with effect from 13 October 2024 (Sunday).)

III. Suggestion for Citybus route 79 to travel via Pak Shek Kok and to introduce sectional fares
(TPDC Paper Nos. TT 27/2024 and TT 27a/2024)

10. A Member went through the captioned paper (No. TT 27/2024).
11. The representative of TD went through the captioned paper (No. TT 27a/2024).
12. Members' comments and questions were as follows:
 - (i) It was hoped that Citybus would consider adjusting the sectional fare arrangements for the captioned route.
 - (ii) While recognising that the journey time would increase and the patronage would be affected if the captioned route had to travel via Pak Shek Kok, it was suggested that the department consider adjusting the routeing.
 - (iii) It was suggested that Citybus erect shelters at the waiting areas of Tai Wo Bus Terminus ("BT").
 - (iv) As the supply of feeder bus service by housing estates in the area of Pak Shek Kok was not sufficient to cope with the demand and residents had to rely on public transport modes for commuting, it was suggested that the department consider upgrading the feeder bus service by housing estates so as to cope with the residents' demand.
 - (v) It was suggested that the department proactively study the use of Pak Shek Kok Public Transport Interchange ("PTI") as an interchange station of public transport modes, with a view to tying in with the future MTR Pak Shek Kok Station ("Pak Shek Kok Station") and resolving the traffic problems in Tai Po District and Pak Shek Kok.
 - (vi) They asked Citybus about the operation of route 582.
 - (vii) They asked Citybus whether an additional stop could be provided for route 582 at Mayfair By The Sea.
13. The Chairman said that the use of Pak Shek Kok PTI as a bus-bus interchange ("BBI") would not only maximise the catchment area, but also effectively shorten bus journey time, and suggested that the department and relevant departments proactively study the provision of an ingress/egress point at Tolo Highway for buses to access the PTI.
14. Members' comments were as follows:

- (i) They concurred with the provision of an ingress/egress point at Tolo Highway for buses to access Pak Shek Kok PTI, so as to reduce the increase in journey time of bus routes for travelling via Pak Shek Kok and Science Park and alleviate the traffic burden on the relevant roads.
- (ii) It was suggested that the department actively consider incorporating the suggestion of using Pak Shek Kok PTI as a BBI into the Government's future consultation paper on the transport planning for Pak Shek Kok.

15. The representative of Citybus responded as follows:

- (i) Citybus had introduced route 79 plying to and from Queen's Hill and MTR Tai Wai Station via the town centre of Tai Po with effect from 25 August, providing residents with convenient whole-day bus service across different districts in the New Territories East ("NTE").
- (ii) He thanked Members and the public for their support to route 79. Citybus would proactively study with the department the proposals on upgrading bus services.
- (iii) At present, there was a keen demand for the construction of bus shelters in various districts. Citybus had taken note of Members' views and would study the construction of shelters at Tai Wo BT.
- (iv) The service of route 582 had been able to meet the passenger demand since its introduction. Citybus would closely monitor the situation and make timely adjustments to the service arrangements.

16. A Member suggested that a site visit to Tai Wo BT be conducted with the representatives of Citybus after the meeting.

17. The Chairman asked the Member to invite the representatives of Citybus to a site visit after the meeting.

IV. Proposed expeditious provision of additional overnight ancillary transport facilities for the housing estates in Pak Shek Kok

(TPDC Paper Nos. TT 28/2024 and TT 28a/2024)

18. A Member went through the captioned paper (No. TT 28/2024).

19. The representative of TD went through the captioned paper (No. TT 28a/2024).

20. A Member said that there were no public transport modes other than taxis to and from Pak Shek Kok late at night, causing inconvenience to the residents, and thus hoped that the department would give due consideration to the captioned suggestion.

21. The Chairman hoped that the department would actively consider the suggestion of using Pak Shek Kok PTI as a BBI to solve the traffic problem there.

V. Suggestion for stepping up the optimisation of ancillary transport facilities in Fu Tip Estate
(TPDC Paper Nos. TT 29/2024 and TT 29a/2024)

22. The Chairman welcomed Mr. CHAN Ho-fung, Clarence, and Ms. KWOK Tsz-ching, Operations Manager (Kowloon and New Territories) and Senior Corporate Communications Officer of Citybus respectively, and Messrs. CHAN Wai-hang, LAU Ping-ken, Michael LAW and LAU Kwok-ki, Responsible Person, Operations Manager, Operations Strategy Manager and Head of Operation of Operator of N.T. GMB route 24 (“GMB operator”) respectively, to attend the meeting for this agenda item.

23. A Member went through the captioned paper (No. TT 29/2024).

24. The representative of TD went through the captioned paper (No. TT 29a/2024).

25. The Chairman asked about the soonest possible date of service commencement for route 72X.

26. The representative of TD responded that at present, there was still a need to gather residents’ views on their needs and consolidate views from different parties on the service of the route.

27. The representative of KMB responded as follows:

- (i) KMB had been paying close attention to the transport needs of residents of Fu Tip Estate, and had met with them to collect their views on the service of route 72K.
- (ii) KMB understood the residents’ request on the service frequency of route 72K and their demand for its extension to Tai Po Centre or Kwong Fuk Road.
- (iii) An application for the extension of route 72X to Fu Tip Estate had been made to the department earlier.
- (iv) KMB had increased the frequency of route 72K during peak hours in response to the passengers’ needs, and its service had remained normal in general since the first school day. KMB would continue to enhance the service when necessary.

28. The representative of GMB operator responded as follows:

- (i) He recognised the need for the introduction of a direct bus route to the urban areas from Fu Tip Estate, but opined that the extension of route 72X to Fu Tip Estate would affect the operation of N.T. GMB route 24.
- (ii) He suggested that N.T. GMB route 24 be diverted via Wan Tau Street and Nam Wan Road to Fu Tip Estate so as to expand the catchment area and maintain its operation.
- (iii) Noting that there were many passengers waiting for buses/GMBs at the beginning of the school year, he hoped that the route could hit a frequency of every two minutes.

29. The representative of TD responded that a field survey conducted by the department revealed that the patronage of bus route 72K and N.T. GMB route 24 was quite high at the beginning of the school year, which showed that the residents of Fu Tip Estate had a keen demand for public transport services. The two whole-day bus and GMB routes were not sufficient to cope with the demand of residents of Fu Tip Estate, and thus consideration had to be given to the introduction of additional whole-day bus services.

30. Members' comments and questions were as follows:

- (i) It was suggested that route 72K be operated by using buses with higher carrying capacity instead of increasing its service frequency to avoid causing traffic congestion at Tai Wo BT.
- (ii) Some residents had reflected that the waiting time for route 72K was too long. It was hoped that the department would pay attention to the situation.

31. The representative of TD responded that the services of the five bus routes operating during peak hours were still under observation at present. The department would continue to monitor the situation and adjust the services when necessary.

32. Members' comments and questions were as follows:

- (i) It was hoped that when handling views of the trade, the department, apart from balancing the interests of bus companies, had to take into account the residents' demand for whole-day bus services.
- (ii) Some residents had reflected that GMBs of N.T. GMB route 24 were already full when they were at the terminus, resulting in passengers at en-route stops not being able to board the GMBs. It was hoped that the GMB operator would make improvements with regard to such situation.

- (iii) They opined that the population of Fu Tip Estate was sufficient to sustain the operation of buses and GMBs, and that the operation of GMBs would not be affected even if additional whole-day bus services plying to and from the urban areas were introduced.
- (iv) It was suggested that the GMB operator exercise flexibility in handling the arrangements for enjoying the student fare concession so as not to hamper the boarding and alighting of passengers.
- (v) It was suggested that the department consider optimising the routeing of N.T. GMB route 24 by re-routeing it via Tai Po Complex and Nam Wan Road to facilitate the travel of residents.
- (vi) It was suggested that the service frequency of route 72K be enhanced during non-peak hours.
- (vii) It was suggested that an additional stop for route 72K be provided at Fu Tip Estate (Phase 1).
- (viii) It was suggested that the routeing of N.T. GMB route 24 be extended to Kwong Fuk Estate so as to ensure its patronage.
- (ix) They opined that the service frequency of KMB route 72K should be increased according to its performance pledge, and suggested that an additional bus route from Fu Tip Estate to MTR University Station (“University Station”), Sha Tin Station or Shek Mun Station be introduced.

33. The representative of GMB operator responded as follows:

- (i) At present, there were eight GMBs operating on route 24, and an application for five additional GMBs had been made for service enhancement, which was believed that a frequency of every two minutes could be achieved.
- (ii) Tai Po Market and Tai Po Centre were the major pick-up/drop-off areas for N.T. GMB route 24, and the patronage of GMBs would be affected if the routeing of buses overlapped with that of GMBs.
- (iii) The GMB operator offered fare concession to students holding student identity cards (“SICs”) under its performance pledge. As such, students had to produce their SICs when boarding in order to enjoy the concession.

34. The Chairman said that the frequency of GMBs was higher than that of buses, which was believed that sufficient patronage could be retained. He suggested that some seats on N.T. GMB route 24 be reserved for passengers at en-route stops, and communication with passengers be strengthened through messaging groups so as to enhance service quality.

35. Members' comments and questions were as follows:

- (i) Since the target clientele of GMBs and buses differed, they opined that the patronage of GMBs would not be affected by the introduction of bus routes.
- (ii) Whilst recognising that the provision of student fare concession was commercially driven, they hoped that the operator would be flexible in handling the arrangements for students to produce their SICs.
- (iii) It was suggested that the department actively consider introducing whole-day bus routes for residents to interchange with other bus routes to the urban areas.

36. The representative of GMB operator responded as follows:

- (i) It was suggested re-routing N.T. GMB route 24 via Wan Tau Street and Nam Wan Road to Fu Tip Estate.
- (ii) N.T. GMB route 24 had been in service for nearly half a year and the patronage at en-route stops was relatively low.
- (iii) The target was to have a fleet of some 20 GMBs running on route 24, hoping to provide frequent trips throughout the day to meet the needs of residents.
- (iv) Some residents in the town centre of Tai Po had indicated that if route 72X was extended to Fu Tip Estate, there would only be limited vacant seats available for passengers at en-route stops. It was suggested that the department take into account public views.

37. The Chairman said the department formulated traffic routes based on public needs, and suggested that if the patronage of N.T. GMB route 24 was affected due to its overlapping with bus routes, the GMB operator should discuss the matter with the department to work out a solution.

38. Members' comments and questions were as follows:

- (i) As Fu Tip Estate was in close proximity to Alice Ho Miu Ling Nethersole Hospital ("Nethersole Hospital") and Tai Po Hospital, they considered that there was sufficient patronage for N.T. GMB route 24.
- (ii) It was suggested that the operation hours of routes 74 and 271A be advanced so as to cater for the commuting needs of the public.
- (iii) It was suggested that a bus route plying between Nethersole Hospital and Chinese University of Hong Kong Medical Centre be introduced.
- (iv) They reiterated that route 72K was already providing service to the MTR station at present, and hoped that the department would introduce bus routes for residents to interchange with other bus routes to the urban areas.

- (v) They asked about the patronage of route 72X during peak hours and non-peak hours, and suggested that a new bus route be introduced if the patronage was nearly full to its carrying capacity.

39. The representative of KMB responded as follows:

- (i) KMB had been closely monitoring the travel needs of residents of Fu Tip Estate, and had enhanced the service of route 72K numerous times.
- (ii) At present, route 72K had reached a patronage of 60% during peak hours, which was believed that the extension of the route to Fu Tip Estate would still be able to meet the passenger demand.
- (iii) KMB had to increase the frequency of the bus route if its patronage reached 80% during peak hours, and resources had already been earmarked to meet the continuous rise in passenger demand.
- (iv) KMB hoped that residents would make use of route 72X to connect to the interchange network.

40. The Chairman suggested that the department give due consideration to the use of Pak Shek Kok PTI as a BBI to further expand the interchange network, and address the NTE residents' demand for bus service plying to the urban areas in future

41. The representative of GMB operator hoped that the routeing of N.T. GMB route 24 could be adjusted for the convenience of the public and retaining sufficient patronage.

42. The Chairman suggested that if the operation of N.T. GMB route 24 was affected by the extension of KMB route 72X to Fu Tip Estate, the GMB operator was advised to apply to the department for re-routeing so as to extend its catchment area.

43. A Member suggested that the topic in the captioned paper (No. TT 29/2024) be put to vote.

44. The Chairman asked Members to vote on the said topic, and they voted unanimously in favour of it.

45. The Chairman announced that the said topic was unanimously endorsed by the TTC, and hoped that the department would proactively handle the relevant matters and inform the TTC of the relevant arrangements.

46. Members' comments were as follows:

- (i) It was suggested that the department study adjusting the routeing arrangements for

N.T. GMB route 24 to facilitate residents' travel.

- (ii) It was hoped the department would consider providing an additional stop for N.T. GMB route 24 near Tai Po Hui Market.
- (iii) They opined that the GMB operator had its own operational needs, and hoped that the department would give due consideration to the relevant suggestions.

47. The Chairman said that he had asked the department about the routeing arrangements for N.T. GMB route 24. Owing to the lack of parking space at the GMB terminus at MTR Tai Po Market Station ("TPM Station"), the said route could not reach there. He also agreed to the suggestion that N.T. GMB route 24 should route via Wan Tau Street, Nam Wan Road and TPM Station, and hoped that the department would study the relevant arrangements.

48. A Member wished to encourage the operators to introduce different routes with a view to facilitating the travel of the public, and hoped that the department would cater for the needs of the public by processing the relevant applications.

49. The Chairman hoped that the department would engage in active discussion with the GMB operator for the delivery of better services to the public.

VI. Proposed construction of a new road near Fu Tip Estate connecting Ting Kok Road
(TPDC Paper Nos. TT 30/2024 and TT 30a/2024)

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

51. The Chairman asked Members to refer to the captioned paper (No. TT 30a/2024) which was a written reply from the CEDD on the captioned matter.

52. Members' comments were as follows:

- (i) The various road improvement works completed by the CEDD in 2021 were insufficient to cope with the traffic congestion brought about by the current population growth in the area of Fu Tip Estate.
- (ii) Most of the residents of Fu Tip Estate had to walk to different parts of the district due to traffic congestion, reflecting that the road improvement works had failed to alleviate the traffic problem.

53. The representative of CEDD responded that the works had been completed in 2021, and Members' road improvement suggestion had to be referred to the TD for response.

54. The representative of TD responded that the road improvement works carried out by the CEDD were designed according to the findings of its traffic impact assessment (“TIA”), and the year of design of the TIA had also been in line with the completion date of the Fu Tip Estate development project.

55. The Chairman suggested that the departments concerned keep a close eye on the traffic situation in the vicinity of Fu Tip Estate and put forward improvement options in a timely manner.

56. Members’ comments were as follows:

- (i) They said that they would continue to keep in view the traffic situation, and hoped that the department would consider the suggestion to cope with future population growth in the district.
- (ii) They opined that the TIA conducted in 2021 could not fully reflect the current situation. It was suggested that the department conduct another assessment based on the current traffic situation.
- (iii) As there were currently two hospitals and two transitional housing projects in the vicinity, it was necessary to construct a new road for traffic diversion.

57. The Chairman asked Members to continue to keep in view the situation and notify the TTC in a timely manner.

VII. Suggestion of expeditiously commencing a study on a cross-harbour bridge or cross-harbour tunnel from Tai Po Industrial Estate to Science Park
(TPDC Paper Nos. TT 31/2024 and TT 31a/2024)

58. A Member went through the captioned paper (TT 31/2024).

59. The representative of TD went through the captioned paper (TT 31a/2024).

60. A Member asked about the progress of the widening of Fung Yuen Road.

61. The Chairman suggested that the department consider constructing a tunnel from Kowloon East to the NTE via Sai Kung connecting the area of Science Park, so as to provide a more direct and convenient alternate route and help ease the traffic at the Tate’s Cairn Tunnel.

62. A Member suggested that the department provide drawings/plans for them to understand the planning details.

(Post-meeting note: The TD supplemented the proposed alignment plan of the Shatin Bypass, which was forwarded via email by the Secretariat for Members' reference on 29 October 2024.)

63. The Chairman asked the department to take note of the comments.

VIII. Enquiry on the completion progress of the Tai Po District Traffic and Transport Study
(TPDC Paper Nos. TT 32/2024 and TT 32a/2024)

64. A Member went through the captioned paper (TT 32/2024).

65. The representative of TD expressed the wish to report to Members by the end of 2024.

66. The Chairman hoped that the department would do its utmost to report on the study findings at the next meeting. If the availability of the findings did not tally with the timetable of the meeting, the paper could be submitted to the Secretariat for circulation by Members.

67. A Member suggested that an in-depth discussion be conducted on the report of the captioned study.

68. The Chairman said that this would be subject to whether the department could report on the findings at the next meeting. A special meeting could be arranged if necessary.

IX. Suggestion for stepping up the implementation of the expansion of Tai Wo Bus Terminus
(TPDC Paper Nos. TT 33/2024 and TT 33a/2024)

69. A Member went through the captioned paper (TT 33/2024).

70. The representative of TD went through the captioned paper (TT 33a/2024).

71. The Chairman asked whether the expanded area was located at a covered location.

72. The representative of TD responded that it would study the shelter construction proposal at the proposed bus bay with the bus companies.

73. A Member asked whether the department could provide the plan or design for Members' reference.

74. The representative of TD said that the plans would be provided after the meeting.

(Post-meeting note: The Secretariat had forwarded the plans of the proposed bus bay to Members for reference via email on 29 October 2024.)

75. Members' comments and questions were as follows:

- (i) It was suggested that the department plan anew the stop locations of bus and GMB routes to avoid congestion caused by vehicles at the BT.
- (ii) It was suggested that the department consider making use of part of the pavement to provide additional bus bays to accommodate more buses.
- (iii) It was suggested that the design and location of public bicycle parking site be included in the plans.
- (iv) They asked the HyD about the date of removal of the affected trees.
- (v) As the stop of KMB route 72K would be relocated to the expanded area, it was suggested that the bus company construct a shelter there.

76. The Chairman said that as TPM Station and Tai Wo Station had inadequate peripheral space at present, there was a lack of parking spaces ("PSs") for public transport modes and feeder buses. He suggested that the department provide advice to the departments concerned when designing the supporting facilities at Pak Shek Kok Station to optimise the design of the station.

77. The representative of HyD responded that the department and HD had reached a preliminary consensus on how to preserve and remove the affected trees, and the proposal was subject to the consent, vetting and approval of the departments concerned and expert panels. The department would announce the date of works in a timely manner.

X. Proposed provision of additional parking lots for large vehicles at suitable sites in Tai Po District

(TPDC Paper Nos. TT 34/2024 and TT 34a/2024)

78. A Member went through the captioned paper (TT 34/2024).

79. The representative of TD went through the captioned paper (TT 34a/2024).

80. The Chairman suggested that the department consider whether the locations of the parking lots were convenient when providing additional PSs. Low utilisation rate due to remote location would not help address the problem of illegal parking. He also pointed out that two parking lots would be completed in Tai Po District. It remained to be seen whether the new PSs could alleviate the

traffic problem in the district. It was hoped that the department would actively provide additional PSs in the district.

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 35/2024 and TT 36/2024)

81. The representative of TD went through the captioned paper (No. TT 35/2024).
82. A Member asked whether the department would consider using the ex-Jockey Club Swimming Pool Site at On Pong Road as a temporary vehicle park.
83. The representative of TPDLO responded that the site would be used as a temporary public vehicle park with tender invitation to be carried out in the fourth quarter of this year.
84. The Chairman hoped that the TPDLO would complete the tender exercise as soon as possible, which was believed to be helpful in addressing the parking problem in the district.
85. Members' questions and comments were as follows:
- (i) They asked the department about the details of handling voices of opposition to the provision of motorcycle PSs outside CCC Fung Leung Kit Memorial Secondary School ("FLKSS").
 - (ii) They found it unsuitable to provide motorcycle PSs outside FLKSS and asked the department about the procedures for cancelling this project.
 - (iii) They asked about the commissioning date of the parking lot at Chong San Road.
86. The representative of TD responded as follows:
- (i) The parking lot at Chong San Road had commenced operation.
 - (ii) The department would review whether it was suitable to provide motorcycle PSs outside FLKSS and could cancel this project if necessary.
87. Members' comments were as follows:
- (i) It was suggested that the department consider providing additional motorcycle PSs near Kwong Chi House of Kwong Fuk Estate opposite FLKSS.
 - (ii) Additional motorcycle PSs had been provided at Kwong Fuk Car Park at present.

However, the utilisation rate was low due to high monthly parking fees.

- (iii) It was suggested that the Police strengthen enforcement against illegal parking of motorcycles to avoid obstruction caused by vehicles to the fire services access.
- (iv) It was suggested that the Police install closed-circuit television monitoring system at motorcycle PSs to prevent vehicle theft so as to give motorcyclists true peace of mind.
- (v) It was suggested that the Police strengthen enforcement against illegal parking in the area around Wan Tau Street during peak hours to alleviate traffic congestion.

88. The Chairman said that the traffic was extremely congested in the vicinity of Wan Tau Street and hoped that the Police would assist in addressing the problem.

89. The representative of HKPF went through the captioned paper (No. TT 36/2024) and said that he noted Members' comments. Enforcement would be strengthened at the relevant locations and corresponding measures would be taken depending on the circumstances.

90. Members' comments and questions were as follows:

- (i) It was hoped that the Police would strengthen communication with the public in the course of enforcement.
- (ii) They asked the Police about the reasons for the significant increase in the number of fixed penalty notices ("FPNs") issued in July.

91. The representative of HKPF responded that the Police would issue FPNs in the light of the circumstances at the scene. Some motorists drove away their vehicles immediately after being advised. As such, the number of FPNs issued was affected.

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 37/2024)

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

93. TTC noted the said report.

XIII. Any other business

94. Members raised the following:

- (i) They thanked the TD for conducting a consultation afresh on the relaxation of the restriction on franchised transport modes exceeding 11 metre in length to Lam Kam Road so that the relevant vehicles would be allowed to travel on that road section to facilitate access by residents.
- (ii) It was suggested that an additional taxi stand be provided at Pak Shek Kok.
- (iii) It was suggested that fans or a ventilation system be installed at TPM Station BT to improve the waiting environment.
- (iv) There were lost trips of KMB route 74X (special working trips departed from Wan Tau Tong to Kwun Tong Pier during morning peak hours on Mondays to Saturdays) during morning peak hours recently. It was suggested that KMB strengthen communication with passengers, say, by notifying passengers of the service status in KMB mobile application.
- (v) The public housing developments at Cheung Muk Tau had caused serious air pollution in the vicinity. The access of dump trucks often resulted in mud and dirt tossing onto the roads. It was hoped that the CEDD would remind the contractor to follow up on it.
- (vi) It was suggested that the service frequency of N.T. GMB route 20X be increased.
- (vii) It was suggested that an additional stop for Citybus route B8 be provided at Fu Shin Estate, and the service frequency be increased throughout the day.
- (viii) It was suggested that KMB routes 73X, 75X and 271 pass through Tai Po Central BT on both bounds.

95. The Chairman asked the departments concerned to take note of the comments and further follow up.

XIV. Date of next meeting

96. The Chairman announced that the next meeting was scheduled to be held at 2:30 p.m. on 7 November 2024 (Thursday).

97. There being no other business, the meeting was adjourned at 5:09 p.m.