

**Minutes of the 1st Meeting in 2025**  
**of the Traffic and Transport Committee**  
**of Tai Po District Council**

Date: 9 January 2025 (Thursday)  
Time: 2:30 p.m. – 4:53 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
Mr. MEI Di-wen	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. LEUNG Hung-hay	Engineer / Tai Po 1 / TD
Mr. CHAN Ka-fai, Issac	Engineer / Tai Po 2 / TD
Mr. HSIE Kwun-kuen, Joe	Senior Engineer / Walkability 1 / TD
Miss LAM Wing-ching, Larissa	Engineer 7 / Walkability / TD
Ms. NG Ka-wai, Annisa	Senior Engineer 15 / Works / Highways Department (“HyD”)
Mr. LI Tsz-yau, Roy	District Engineer / Tai Po (1) (Doubling-sideways District Engineer / Tai Po (2)) / 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. TUNG Wai-lam	Administrative Assistant (Atg.) / Lands / District Lands Office, Tai Po (“TPDLO”) / Lands Department (“LandsD”)
Mr. KWOK Chun-chai, Johnny	Assistant District Officer (Tai Po) / Tai Po District Office (“TPDO”) / Home Affairs Department (“HAD”)
Ms. HUEN Lai-yan, Sara	Senior Executive Officer (District Council)(Designate) / TPDO / HAD
Ms. LIP Pui-lam, Rennis	Assistant Manager (Public Affairs) / Kowloon Motor Bus Company (1933) Limited (“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 1st meeting of the Traffic and Transport Committee (“TTC”) in 2025, and then welcomed Mr. TUNG Wai-lam, Administrative Assistant / Lands (Atg.) of TPDLO who was attending the meeting in place of Mr. TSUI Chun-sing, and Ms. HUEN Lai-yan, Sara, Senior Executive Officer (District Council)(Designate) of TPDO to be in attendance of the meeting.

#### **I. Confirmation of the minutes of the 6th meeting in 2024 of the TTC on 7 November 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. New round of the initiative for the provision of walkway covers**  
**(TPDC Paper No. TT 1/2025)**

4. The Chairman welcomed Mr. HSIE Kwun-kuen, Joe and Miss LAM Wing-ching, Larissa, Senior Engineer / Walkability 1 and Engineer 7 / Walkability of TD respectively, and Ms. NG Ka-wai, Annisa, Senior Engineer 15 / Works of HyD, to attend the meeting for this agenda item.

5. The representatives of TD and HyD went through the captioned paper.

6. Members' comments were as follows:

- (i) It was suggested that the alignment option of connecting walkway from Tai Po Complex to Wan Tau Tong Estate be accepted. With a residential population of about 15 000, Wan Tau Tong Estate could provide sufficient pedestrian flow.
- (ii) It was suggested that Members consider in detail the alignment option proposed by the department before suggesting suitable alignments for the captioned initiative.
- (iii) They had consulted the incorporated owners ("IOs") of the relevant housing estates on the alignment options proposed by the department. Residents had reflected that as the walkway covers did not reach the housing estates directly and the construction of such covers would be unsightly, they did not consider that there was an urgent need to add the covers.
- (iv) It was suggested that the walkway from the junction of Plover Cove Road and Nam Wan Road to MTR Tai Po Market Station ("Nam Wan Road walkway"), on which covers had been constructed, be extended to Fu Heng Estate or Alice Ho Miu Ling Nethersole Hospital ("Nethersole Hospital"), so as to provide a comfortable walking environment.
- (v) It was suggested that the department provide the data on the pedestrian flow of the proposed alignment options for reference so that the issue could be discussed at the next meeting after Members had considered suitable locations.
- (vi) It was suggested that the Nam Wan Road walkway be extended to the proposed community health centre building at the ex-Jockey Club Swimming Pool Site at On Pong Road and to Tai Po Centre.
- (vii) They opined that there were higher pedestrian flows at Tai Po Centre and Nethersole

Hospital, and thus agreed to have the Nam Wan Road walkway extended to the said spots.

- (viii) It was suggested that the department provide more information for reference on the alignment options as mentioned in the annex, such as comparing the pedestrian flow of the alignment options during rush hours, the pedestrian flow at major landmarks in the district and the standard width of a walkway.
- (ix) It was suggested that a covered walkway from the CLP Power Hong Kong Limited Ting Kok Road Substation along Tai Po Fire Station to Tai Po Arts Centre be constructed, to facilitate members of the public to travel to MTR Tai Wo Station (“Tai Wo Station”) or Tai Wo Estate.

7. The Chairman said that the suitability of the alignment options proposed by the department had to be considered in terms of pedestrian flow and visual impact. He had suggested an alignment from Tai Wo Station along Po Nga Road to Tai Po Government Offices, but the width of the said road section did not meet the requirement.

8. The representative of TD responded as follows:

- (i) Members were welcome to submit proposed options for consideration by the department, which would then submit its views to the TTC after preliminary consideration of the proposals and select an option for priority implementation.
- (ii) The walkway section on which the department proposed to install a cover had a pedestrian flow of up to 800 trips per hour, whereas the walkway section from Tai Po Complex to Wan Tau Tong Estate would have a pedestrian flow of about 1 000 trips per hour.
- (iii) The TD required that a cover would only be installed at walkway with a pedestrian flow of up to 3 000 trips, but there was no prescribed requirement for the captioned initiative. As such, road sections with a pedestrian flow of less than 3 000 trips could also be considered.

9. The Chairman asked Members to consider suitable locations in respect of the captioned initiative, and submit specific proposed options for consideration by the department so as to continue the discussion at the next meeting.

10. A Member suggested that a deadline be set for the collection of views so as to relay them to the department for consideration through the Secretariat.

11. The Chairman asked Members to submit their proposed options to the Secretariat within a month for the department to review them before discussion at the next meeting.

**III. Proposed introduction of a new bus route plying between Lam Tsuen and Kwun Tong**  
**(TPDC Paper Nos. TT 2/2025 and TT 2a/2025)**

12. The Chairman welcomed Mr. LAU Sheung-man, Ms. LIP Pui-lam, Rennis and Mr. LAI Sheung-him, Leon, Assistant Manager (Operations), Assistant Manager (Public Affairs) and Assistant Officer (Operations Support) of KMB respectively to attend the meeting for this agenda item.
13. A Member went through the captioned paper (No. TT 2/2025).
14. The representatives of TD and KMB went through the captioned paper (No. TT 2a/2025).
15. The Chairman asked about the implementation date of the route T74 scheme.
16. The representative of TD responded that the scheme was expected to be implemented within March this year.
17. The Chairman hoped that the department and KMB would implement the route T74 scheme as soon as possible.

**IV. Suggestion for stepping up the implementation of the planning of Pak Shek Kok Station on MTR East Rail Line, and the progress of peripheral supporting facilities**  
**(TPDC Paper Nos. TT 3/2025 and TT 3a/2025)**

18. A Member went through the captioned paper (No. TT 3/2025).
19. The Chairman referred Members to the captioned paper (TT 3a/2025), which was a written reply from the Development Bureau. He was worried that according to the current planning progress, MTR Pak Shek Kok Station (“PSK Station”) could not be completed by 2033 as scheduled.
20. Members’ comments were as follows:
  - (i) As Pak Shek Kok lacked basic supporting facilities, it was opined that the area was more suitable for the development of private housing.
  - (ii) It was hoped that PSK Station could be constructed as soon as possible to link up with the New Territories East so as to alleviate the traffic problem in Pak Shek Kok.

- (iii) It was suggested that the relevant departments and MTR Corporation Limited (“MTR”) collect the views of the local community and residents of Pak Shek Kok.
- (iv) Currently, the PSK Station development proposal, which was originally scheduled to be published by the Government by the end of 2024, had to be postponed to the second or third quarter of 2025. It was worried that the planning concerned would also be postponed.
- (v) It was hoped that the bureau would report the latest progress of the planning in a timely manner, so that Members could stand ready for public enquiries.
- (vi) It was hoped that the bureau would conduct a large-scale consultation on the planning concerned as soon as possible, to ensure that the preliminary development proposal would meet public needs.

21. The Chairman said that PSK Station was initially proposed to be only a railway station, subsequently as a public-private housing project, and now it had been changed to be mainly for private housing development. He believed that the Government had to take time to reach a consensus with MTR on the development plan. He suggested that PSK Station be built in the vicinity of the Hong Kong Education University Sports Centre to vacate space for the construction of a bus-bus interchange on Tolo Highway, which would improve the transport supporting facilities in Tai Po and the North District and tie in with the future development of the Northern Metropolis. He hoped that Members would wait for the Government to release the details or seek assistance from the Legislative Council (“LegCo”) Members for follow-up.

**V. Proposed expeditious implementation of the expansion of Tai Wo Bus Terminus and provision of additional bicycle parking spaces**

(TPDC Paper Nos. TT 4/2025, TT 4a/2025 and TT 4b/2025)

22. A Member went through the captioned paper (No. TT 4/2025).

23. The representative of TD went through the captioned paper (No. TT 4a/2025).

24. The representative of HyD went through the captioned paper (No. TT 4b/2025)

25. Members’ comments were as follows:

- (i) It was suggested that KMB provide the department with suggested improvements on the location or arrangement of the bus bays at Tai Wo Bus Terminus (“Tai Wo BT”).

- (ii) As trees to be removed due to the works project were located within the purview of the HD and might involve the IOs of Tai Wo Estate, it was suggested that the relevant stakeholders coordinate with each other to expedite the progress of the removal.
- (iii) Since the commissioning of KMB route 72K, the usage of Tai Wo BT had significantly increased. It was hoped that the department would expedite the removal of trees and consider carrying out other work procedures first to shorten the works period.

26. The representative of KMB responded as follows:

- (i) KMB had been keeping a close watch on the situation at Tai Wo BT, and had put forward various proposals to the department to increase the bus stops.
- (ii) KMB would continue to keep in view the congestion situation at Tai Wo BT after the commencement of route 72K service.
- (iii) It was hoped that the relevant departments would coordinate with each other to expedite the progress of the works and finalise the completion date of the expansion of Tai Wo BT as soon as possible so as to alleviate the traffic problem there.

27. The Chairman hoped that the relevant departments and KMB would strengthen communication and commence the works as soon as possible. If there was further news, the TTC would be informed of as soon as possible.

**VI. Suggestion to the Transport Department for the implementation of the junction widening works at Fung Yuen Road and Ting Kok Road**  
(TPDC Paper Nos. TT 5/2025 and TT 5a/2025)

28. A Member went through the captioned paper (No. TT 5/2025), and said that there was a need to widen the captioned junction. He hoped that the department would actively consider it to minimise the risk of traffic accidents.

29. The representative of TD went through the captioned paper (No. TT 5a/2025).

30. Members' comments were as follows:

- (i) It was hoped that the department would seriously consider Members' suggestion to avoid taking improvement measures only after accidents had happened.
- (ii) At the last meeting, it had been suggested that pedestrian crossing facilities be provided at Kwong Wang Street, and a serious traffic accident had happened there

earlier. As such, it was suggested that the department and Members visit the scene and reassess the need for providing additional pedestrian crossing facilities.

- (iii) There would be a private housing development project at Fung Yuen Road, thus necessitating the widening of the captioned junction to enhance ancillary transport facilities to cope with the future population growth.
- (iv) It was suggested that Members reflect their views to the department first and request for studying the proposals before submitting the suggestion to the LegCo.
- (v) The traffic problem at Ting Kok Road had persisted for years and it was necessary to widen the entire road section. It was hoped that the department would reflect this to the bureau.

31. The Chairman said that other than considering the planning of housing developments at Lo Fai Road and Ting Kok Road, the need to widen the captioned spot was evident from the intake of flats in the transitional housing project at Shuen Wan, coupled with the increasing pedestrian flow on Ting Kok Road due to the public travelling to Tai Po Lung Mei Beach. He suggested that Members and the department conduct a site visit and discuss the feasibility of such widening.

32. A Member indicated that multiple site visits had been conducted, and believed that the department was aware of his views. He would also put forward his suggestions to the LegCo.

33. The Chairman suggested that the department provide assistance in reflecting Members' views. Members could also put forward their suggestions to the LegCo.

## **VII. Suggestion to the Police for stepping up enforcement against persons cycling or using electric mobility devices on pavements**

(TPDC Paper Nos. TT 6/2025 and TT 6a/2025)

34. A Member went through the captioned paper (No. TT 6/2025).

35. The representative of HKPF went through the captioned paper (No. TT 6a/2025).

36. A Member asked about the results of the pilot trial on the use of electric mobility devices ("EMDs") conducted by the TD in Pak Shek Kok, and whether EMDs would be regulated by way of legislation.

37. The representative of TD responded that it took time to study the results upon completion of the pilot trial, and relevant information would be provided to Members after the meeting.

(Post-meeting note: EMDs were a new mode of personal mobility. With the experience gained



from site trials in Tsueng Kwan O South and Pak Shek Kok, the department preliminarily considered that subject to appropriate technical and safety requirements (such as maximum operating speed, maximum weight and width limits as well as installation of lighting, brakes and stopping devices, etc.), consideration might be given to allowing the use of certain EMDs on suitable cycle tracks, but not on footpaths and carriageways, nor for carrying passengers due to safety concerns. The Government had consulted the LegCo Panel on Transport and the Transport Advisory Committee on the above proposed regulatory framework in June and July 2023 respectively. The department was currently drafting legislative amendments with a view to ensuring effective regulation of the use of EMDs, and would submit amendment proposals to the LegCo in due course.)

38. A Member hoped that the relevant legislation could be scrutinised as soon as possible so that the public would be informed of the arrangements to avoid misunderstandings caused during law enforcement by the Police.

39. The Chairman said that the use of EMDs was currently an illegal act, and suggested that the department introduce a licensing system or speed limit. He also hoped that the Police would continue to step up prosecution.

40. The representative of HKPF took note of Members' views, and said that the Police would step up efforts in combating illegal acts.

**VIII. 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 7/2025 and TT 8/2025)

41. The representative of TD went through the captioned paper (No. TT 7/2025).

42. The representative of HKPF went through the captioned paper (No. TT 8/2025).

43. Members' comments were as follows:

- (i) It was hoped that the relevant departments would continue to identify suitable locations for additional parking spaces to reduce illegal parking of vehicles.
- (ii) It was suggested that the Police conduct zone detections with the use of average speed cameras ("ASCs") at traffic black spots (especially on Ting Kok Road and Lam Kam Road where illegal road racing activities were frequent) to protect public safety.
- (iii) Quite a number of roads in the Mainland were equipped with such ASC system for zone detections, and the "Northbound Travel for Hong Kong Vehicles" Scheme

would facilitate Hong Kong people to adapt to the said system.

- (iv) It was suggested that the bus stop of Hong Kong Red Swastika Society Tai Po Secondary School be officially relocated to Chung May House upon completion of the works for additional motorcycle parking spaces at Chung Nga Road near Chuen On Road.
- (v) It was suggested that the Police step up efforts against illegal parking black spots, including Treasure Garden, Chung Nga Road and Eightland Gardens, to protect the safety of road users.

44. The representative of HKPF took note of Members' views and would step up prosecution against illegal parking.

**IX. 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 9/2025)

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

46. Members' questions were as follows:

- (i) They asked about the progress of the expansion of Fu Heng Bus Terminus ("Fu Heng BT").
- (ii) They asked about the detailed planning and division of work for Project No. NE/24/00451, and the details of road resurfacing and the installation of road humps.

47. The Chairman asked whether On Pong Road had been permanently converted to one-way traffic.

48. The representative of HyD responded as follows:

- (i) The temporary traffic arrangements for the expansion of Fu Heng BT had been agreed by bus companies and taxi associations. The department would coordinate with the relevant departments as soon as possible to arrange for the removal of affected trees, and provide Members with the works plan after the meeting.
- (ii) Project No. NE/22/00559 had been completed in November and various works for making the conversion a permanent scheme, including the removal of direction signs and the widening of pavement at the junction in the south of On Pong Road, were

currently being arranged. The works were expected to commence in January 2025 for completion in the first quarter of the same year, after which On Tai Road would be resurfaced, subject to the temporary traffic arrangements and views of the relevant stakeholders.

- (iii) Since the department had to take time to prepare for the temporary traffic arrangements and conduct a site inspection to make arrangements for the works, the installation of road humps would be carried out in due course. The department could discuss the works timetable with Members after the meeting.

49. Members' comments and questions were as follows:

- (i) It was hoped that the department would provide the detailed location of Structure No. KF04 and arrange a site visit accordingly.
- (ii) It was suggested that the department consult motorists on traffic enhancement projects.
- (iii) They asked about the location of Project No. NE/23/00489 and invited the department to visit the site together to discuss whether the said location was suitable for providing bicycle parking spaces.

50. The representative of TD responded that the department could provide Members with the plan of Project No. NE.23/00489, and discuss their views and arrange a site visit after the meeting.

(Post-meeting note: The TD had provided Members with the plan after the meeting.)

51. The Chairman said that the Secretariat had forwarded the detailed location of Structure No. KF04 by email on 20 December 2024 for Members' reference, and the Secretariat could be contacted for resending it if necessary.

52. Members' comments and questions were as follows:

- (i) They asked about the time for the removal of trees affected by the expansion of Fu Heng BT.
- (ii) Some members of the public had reflected that taxis were often found parked at the bus stop on Chung Nga Road near Heng Wing House for passengers, obstructing buses from stopping at the stop and causing congestion. It was hoped that the Police would follow up on this.
- (iii) It was suggested that the department consider shortening the double white lines at the taxi waiting area of Tai Yuen Market and converting the outer lane to a single lane.
- (iv) Taxis were often found parked at the emergency crash gate at the roundabout outside

Fu Shin BT, causing obstruction to the access of large vehicles. It was hoped that the Police would follow up on this.

53. The Chairman suggested that Members provide information to the Police to follow up on the problem of illegal parking after the meeting.

54. The representative of HyD responded that it was necessary to discuss with the contractor on the time for the removal of trees at Fu Heng BT, and would revert to Members after the meeting.

55. A Member said that he had received many public views on Project No. NE/22/00559, and hoped that the department would provide relevant information in a timely manner, so that the Members could stand ready for public enquiries.

56. The Chairman said that the Secretariat had forwarded information on Project No. NE/22/00559 by email on 11 November 2024 for Members' reference, and the Secretariat could be contacted for resending it if necessary. He also pointed out that quite a number of members of the public had expressed views on the driving routes of On Pong Road and On Tai Road, and suggested that the effectiveness of making the conversion a permanent scheme should be observed first, and should other problems (if any) arise, they should be referred to the relevant departments.

57. Members' comments were as follows:

- (i) The problem of Citybus route B8 being not able to carry passengers of Tai Po District due to full occupancy was still serious, and it was hoped that the department would pay attention to it and advance the bus service hours.
- (ii) As the Lunar New Year was a travel peak period, it was suggested that special trips of route B8 be provided.
- (iii) Other vehicles would not be able to cut into the inner lane or had to cross the double white lines to do so if there were many taxis queuing at the taxi stand of Tai Yuen Market. It was suggested that the relevant departments follow up on the situation.

58. The Chairman said that there were often trucks parked at the rear of the taxi stand of Tai Yuen Market for loading and unloading goods, and taxis might park side by side for picking up or setting down passengers. It was hoped that the Police would pay attention to the traffic situation there.

59. Members hoped to visit the site to inspect the location and works of Structure No. KF04 with the HyD.

60. The Chairman said that the operation of route B8 had been discussed in detail at the last meeting, and asked the department about the study progress by the department on the introduction of a spoke route for route B8.

61. The representative of TD responded that there was no information available for disclosure at the moment.

62. The Chairman hoped that the department would discuss as soon as possible with Citybus or other bus companies on the introduction of a spoke route to resolve the problem of route B8.

63. A Member suggested that special trips or extended service hours be provided during the Lunar New Year to alleviate the current situation of Tai Po residents being unable to board the buses.

64. The Chairman hoped that the relevant departments would seriously consider and study to come up with a solution to balance the views of various parties.

65. Members' comments were as follows:

- (i) In the long run, it was believed that the introduction of a spoke route for route B8 could help divert traffic and facilitate residents of Ma On Shan and Tai Po District to travel to Heung Yuen Wai Boundary Control Point ("HYW BCP"). It was hoped that the department would look into its feasibility as soon as possible.
- (ii) It was suggested that the department provide more special trips of route B8 or arrange for special trips departing from Kwong Fuk Estate during the Lunar New Year to meet the needs of Tai Po residents.

66. The Chairman suggested following the approach adopted during the summer vacation of providing short working trips, and hoped that the department would reflect the views to Citybus.

## **X. Any other business**

67. Members raised other items as follows:

- (i) It was suggested that the department add the sign of "Fu Tip Estate" to the direction signs.
- (ii) Some residents of Kau Lung Hang Village had suggested that KMB routes B9 and B9A add an en-route stop at Fanling Highway Bus-Bus Interchange ("FHBBI") to facilitate members of the public to travel to HYW BCP.
- (iii) It had been reflected to Citybus that members of the public were unable to board the

buses of route B7 at FHBBI as they were full, but Citybus advised that the department had not approved its application. As such, they asked the department about the reasons and factors being considered for not giving approval.

- (iv) It was noted that the Police would not attend the scene of a traffic accident if it was minor in nature without causing any casualties. Members suggested that the Police assess the traffic situation at the scene and attend the scene on a need basis to maintain order so as to avoid traffic congestion during peak hours.
- (v) It was suggested that the service hours of KMB routes 96, W3 and 73B be extended to facilitate members of the public to travel from Kowloon to Tai Po during off-work hours.
- (vi) It was suggested increasing the service frequency of KMB route 72X during peak hours at the evenings.
- (vii) They asked about the patronage of KMB route 900, and whether there were any routeing changes to Citybus routes 581 and 582.
- (viii) They asked about the operation of KMB routes W3 and 907D, and whether there would be route changes in light of the bus route planning programme.
- (ix) As the Hong Kong Well-Wishing Festival would take place soon, it was suggested that the department install additional direction signs to Lam Tsuen on main roads.
- (x) It was suggested that the department install additional direction signs to Shap Sze Heung at the roundabout of Ma On Shan Bypass (leading to Wu Kai Sha or near Symphony Bay).
- (xi) It was hoped that the department would install additional direction signs to Lam Tsuen or Lam Tsuen Wishing Square at the section of Tolo Highway leading to Lam Tsuen Wishing Square.

(Post-meeting note: According to the operational data provided by the bus company, the current frequency service level of cross-harbour tunnel (“CHT”) route 900 could cope with the travel demand of passengers travelling between Pak Shek Kok and the Hong Kong Convention and Exhibition Centre during morning and afternoon peak hours on weekdays. To further enhance the public transport services along Yiu Sha Road, Citybus route 581 (Shap Sze Heung – Ma On Shan Town Centre) had routed through the Yiu Sha Road area with effect from 22 December 2024, with the addition of two en-route stops at Yiu Sha Road (opposite St. Barths) and Wu Kai Sha Road (outside Double Cove) respectively. As for Citybus route 582 (Pak Shek Kok (Fo Shing Road) – Shap Sze Heung (circular route)), there was no change in service for the time being. The TD would continue to monitor the operation of Citybus routes 581 and 582 and consider adjusting the services in due course.

Regarding the operation of CHT route 907D, according to the operational data provided by the bus company, the said route was operating normally. The TD would monitor closely the service of the said route and follow up with the bus company when necessary. Regarding the routeing change of CHT route 907D, the department had to take time to review passenger demand and carefully consider the impact of such adjustment. The department would formulate route plans for respective bus routes with franchised bus companies before consulting Members on the plans, having taken into account factors such as passenger demand, district development and infrastructure. Regarding KMB route W3, there was no change involving KMB route W3 in the Bus Route Planning Programme 2025/26. The TD would continue to monitor the service of the route and had made arrangements to deploy staff to conduct a field survey of its service and patronage. The department would review the existing service arrangements with the bus company as necessary in light of the survey results.)

68. The Chairman's comments were as follows:

- (i) He asked the Secretariat to forward the letter on routes B9 and B9A to the TD for follow-up.
- (ii) He suggested that Members liaise with the Police on illegal parking for follow-up.
- (iii) It was noted that the TD had certain criteria for erecting road signs. He hoped that the department would provide detailed information for reference.
- (iv) He suggested that the department use signs of another colour to differentiate from the sign for landmarks, and hoped that the landmark name of Shap Sze Heung village would be retained.

(Post-meeting note: The Secretariat forwarded the letter on routes B9 and B9A via email to the TD for follow-up on 14 January 2025, and the TD responded to the email from a member of the public via email on 12 February 2025.)

69. Members raised other items as follows:

- (i) As Shap Sze Heung covered a large area, it was hoped that the department would actively consider erecting additional road signs and retaining the name of the village.
- (ii) It was hoped that the department would erect additional road signs to facilitate visitors travelling to Lam Tsuen.

70. The Chairman said that it was necessary to consider whether the spots met the criteria for erecting road signs, and hoped that the department would assist in reflecting the problems and provide relevant information.

(Post-meeting note: When erecting direction signs on roads, the TD would take into account a number of factors, including the size and content of the sign, sight distance, viewing angle, and site setting. To enable motorists to select the routes to their destinations in advance, the department had erected appropriate signs on major traffic routes, including the erection of advance direction signs before major junctions, showing the layout and destinations of the junction ahead. The destinations on the direction signs were generally widely recognised by motorists, such as “Sai Sha”, etc.

According to the information provided by the developer of the Shap Sze Heung development in Sai Kung, village name plates had been installed at junctions of villages in the vicinity of the said development to direct the public to the location of the villages.

At present, direction signs had been erected on Lam Kam Road near Lam Tsuen Heung Kung Sho Road to direct the public and visitors to places such as the Wishing Tree and Tin Hau Temple. Moreover, during the Hong Kong Well-Wishing Festival, the department would install additional temporary direction signs on the roads to direct the public and visitors to the Lam Tsuen Wishing Square.

The department also suggested members of the public to look up driving routes and traffic information through the Route Search function of the HKeMobility mobile application or website (<https://www.hkemobility.gov.hk/en/route-search/pt>) for assistance in planning suitable travel routes.)

## **XI. Date of next meeting**

71. The Chairman announced that the next meeting was scheduled to be held at 2:30 p.m. on 6 March 2025 (Thursday).

72. There being no other business, the meeting was adjourned at 4:53 p.m.