

Minutes of the 2nd Meeting in 2025
of the Traffic and Transport Committee
of Tai Po District Council

Date: 6 March 2025 (Thursday)
Time: 2:49 p.m. – 6:31 p.m.
Venue: Conference Room, Tai Po District Council (“TPDC”)

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

In Attendance

Ms. LEE Siu-ping, Sonia	Senior Transport Officer / Tai Po / Transport Department (“TD”)
Mr. CHOY Ka-yeung, Gavin	Senior Transport Officer / Bus (New Territories East) 3 / TD
Mr. LEUNG Hung-hay	Engineer / Tai Po 1 / TD
Mr. CHAN Ka-fai, Issac	Engineer / Tai Po 2 / TD
Mr. PANG Hiu-fung	Engineer / Tai Po 3 / TD
Miss WONG Wing-wah, Janice	Transport Officer / Bus (New Territories East) 1 / TD
Mr. LI Tsz-yau, Roy	District Engineer / Tai Po (1) (Doubling-sideways District Engineer / Tai Po (2)) / Highways Department (“HyD”)
Ms. LO Sik-chi, Cynthia	Engineer / 22 (North) / Civil Engineering and Development Department (“CEDD”)
Mr. WONG Wai-kei	Assistant Housing Manager / Tenancy (Tai Po, North & Shatin 7) 2 / Housing Department (“HD”)
Mr. YIP Pak-lun	Chief Inspector / District Operations Officer / Tai Po Police District (“TPPD”) / Hong Kong Police Force (“HKPF”)
Mr. LAM Chun-ho	Sergeant / District Traffic Team / Traffic Wing / TPPD / HKPF
Mr. TSUI Chun-sing	Administrative Assistant / 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) / TPDO / HAD
Mr. LEE Hon-ling, Dennis	Head of Planning and Support / Kowloon Motor Bus Company (1933) Limited (“KMB”)
Ms. LIP Pui-lam, Rennis	Assistant Manager (Public Affairs) / KMB
Mr. LAU Sheung-man	Assistant Manager (Operations) / KMB
Mr. CHAN Ho-fung, Clarence	Operations Manager (Kowloon and New Territories) / Citybus Limited (“Citybus”)
Mr. LO Chung-kun, Alexander	Chief Planning Officer / Citybus
Mr. WAN Ngai-man	Planning Officer / Citybus
Mr. CHAN Lok-hin, Thomas	Assistant Corporate Communications Officer / Citybus
Ms. SO Yuk-yin, Rysta	External Affairs Manager / MTR Corporation Limited (“MTR”)
Mr. WONG Lui	External Affairs Manager / MTR

Opening Remarks

The Chairman welcomed participants to the 2nd meeting of the Traffic and Transport Committee (“TTC”) in 2025, and then welcomed Mr. LAM Chun-ho, Sergeant of the District Traffic Team of TPDD, who was attending the meeting in place of Mr. CHAN Man-kit.

I. Confirmation of the minutes of the 1st meeting in 2025 of the TTC on 9 January 2025

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. Transport Department – Bus Route Planning Programme 2025-2026 of Tai Po District
(TPDC Paper No. TT 10/2025)

4. The Chairman welcomed Mr. CHOY Ka-yeung, Gavin, and Miss WONG Wing-wah, Janice, Senior Transport Officer / Bus (New Territories East) 3 and Transport Officer / Bus (New Territories East) 1 of TD respectively, Messrs. CHAN Ho-fung, Clarence, LO Chung-kun, Alexander, WAN Ngai-man and CHAN Lok-hin, Thomas, Operations Manager (Kowloon and New Territories), Chief Planning Officer, Planning Officer and Assistant Corporate Communications Officer of Citybus respectively, as well as Messrs. LEE Hon-ling, Dennis and LAU Sheung-man, and Ms. LIP Pui-lam, Rennis, Head of Planning and Support, Assistant Manager (Operations) and Assistant Manager (Public Affairs) of KMB respectively, to attend the meeting for this agenda item.
5. The representative of TD went through the captioned paper.
6. Members' comments and questions were as follows:
 - (i) They welcomed the revised scheme of cross-harbour tunnel ("CHT") route 988, and suggested that CHT routes 382 and 980X be extended to Sai Sha Residences Transport Interchange ("Sai Sha RTI") after the intake of flats in the new housing estates in Shap Sze Heung ("SSH"), to facilitate the travel of residents and increase the carrying capacity.
 - (ii) It was suggested that some stops of KMB route 96 be merged to shorten the journey time.
 - (iii) It was suggested that the resources of KMB route 64K be retained to avoid impeding the travel of Lam Tsuen residents.
 - (iv) It was suggested that the routeing of Long Win ("LW") route A47X be adjusted to shorten the journey time, or a LW "E" route be introduced to run through various stops in Tai Po District.
 - (v) They asked whether there would be any plan to enhance the routeing of KMB route 71K.

- (vi) It was suggested that a bus route plying between SSH and Tai Po or Heung Yuen Wai Boundary Control Point (“HYW BCP”) be introduced.
- (vii) It was suggested that interchange concessions be introduced to more bus routes.
- (viii) It was hoped that Citybus would implement the route plying between SSH and Shatin as soon as possible.
- (ix) It was suggested that KMB route 99 increase its service frequency to facilitate the travel of Sai Kung residents.
- (x) It was suggested that the department actively consider introducing a spoke route for Citybus route B8 to relieve the patronage of route B8.
- (xi) They opined that the allocation of the resources of KMB route 64K to route 264R would increase the waiting time of route 64K passengers, and hoped that the department would pay attention to this.
- (xii) It was suggested that KMB route 275R provide weekday trips to alleviate the impact of hikers on the travel of residents.
- (xiii) It was hoped that Citybus would pay attention to the problem of route B8 and consider introducing a spoke route or extending the service hours for the convenience of Tai Po residents.
- (xiv) It was suggested that routeing maps of various routes be provided in the captioned paper for Members’ reference.
- (xv) It was suggested that consideration be given to having KMB route 264X passing through Tuen Mun town centre so as to provide an interchange route from Tai Po to Tuen Mun.
- (xvi) It was suggested that the department adjust the fares of KMB route 264X to ensure sufficient patronage.
- (xvii) It was suggested that an alternative option for CHT route 907B be provided and affected passengers be informed as early as possible.

7. The representative of TD responded as follows:

- (i) The department understood Members’ concern over route 64K. Under this proposed plan, the headway for the services of the said route during morning peak hours would only be slightly adjusted from every 7 to 12 minutes to every 10 to 12 minutes, i.e. only one trip per hour would be reduced, for the resources to be allocated to route 264X.
- (ii) The department expected that most of the passengers currently commuting between Tai Po and Yuen Long by route 64K would change to take route 264X, the journey of which would be about 30 to 40 minutes faster, and hence the said proposal could

alleviate the current passenger demand for route 64K.

- (iii) Route 264X would have the same routeing as the existing route 264R and would travel directly to the areas of Yuen Long and Tin Shui Wai via expressway after leaving Tai Po District. The department had noted Members' views on route 264X, and would, after the implementation of route 264X, review and study the feasibility of further enhancement with KMB in due course.
- (iv) Once route 264R changed to route 264X, its fare would be reduced by \$2 to enable Tai Po residents to travel between Tai Po and Yuen Long Districts at a more affordable fare with faster service.
- (v) Upon cancellation of route 907B, affected passengers could use different alternative services to travel between Tai Po and Hong Kong Island. Among them, passengers in the vicinity of Kwong Fuk Football Ground might change to take route 907C, the journey of which was expected to be faster than the existing one. The department had also taken note of Members' views and would step up efforts to inform passengers before the implementation of the said proposed plan.
- (vi) The department had taken note of the views on the extension of routes 382 and 980X to Sai Sha RTI, and would consider a number of factors such as the public transport service network in the area of SSH and the related passenger demand, and would conduct a further review if necessary. In light of the housing developments in the area of SSH, the department had proposed in this Bus Route Planning Programme to extend route 980X to SSH so as to provide passengers thereat with direct bus service to and from Hong Kong Island.
- (vii) The department had taken note of Members' views on the introduction of a new bus service plying between Tai Po District and HYW BCP, and understood that members of the public had a keen demand for feeder bus services to and from BCPs. However, in planning bus routes connecting cross-BCPs, the department had to take into account factors such as the capacity of the transport and BCP facilities, to review whether new routes could be introduced to serve residents in different districts. Due to capacity constraints of the transport and BCP facilities, members of the public might have to rely on interchange service when travelling to and from HYW BCP. The department would continue to keep the situation in view and, where conditions permitted, consider introducing various routes to meet residents' needs.

8. The representative of Citybus responded as follows:

- (i) Once route 988 was rationalised into route 382, its journey time would be shortened by about 20 minutes, which was hoped to provide residents of the Sai Sha Road area with a more direct and faster way to Hong Kong Island East. Citybus welcomed the proposed extension of the route to Sai Sha RTI.

- (ii) Citybus would actively review the population growth in the area of SSH and closely liaise with the department on the provision of additional inner route services within the district, as well as implement the route plying between SSH and Shatin as soon as possible.
- (iii) He understood the current passenger demand for route B8, and would continue to liaise with the department on the introduction of a spoke route and arrange for special departures on holidays to divert the patronage at en-route stops.
- (iv) Noting that the current clientele of route B8 was mainly concentrated in the vicinity of Tai Po town centre, it was hoped that a route to HYW BCP via Pak Shek Kok (“PSK”) from SSH or Wu Kai Sha would be introduced to divert the patronage of route B8 in Tai Po District. Citybus would continue to work with the department to study and enhance the route.

9. The representative of KMB responded as follows:

- (i) Although part of the resources of route 64K had been redeployed under the proposed plan, KMB would make corresponding operational arrangements to divert the patronage, including the introduction of short trips plying between Tai Po and the areas of Lam Tsuen or MTR Kam Sheung Road Station (“KSR Station”).
- (ii) The long routeing of route 64K had resulted in fluctuating arrival times at stops. As such, he hoped that the commissioning of route 264X would divert passengers travelling from Tai Po to Yuen Long.
- (iii) KMB would continue to review the service of route 64K and adjust the frequency as necessary so as to refine the transport links between Tai Po and Yuen Long Districts. KMB would also keep in view the services of routes 64P and 65K, and make further adjustments after liaising with the department.
- (iv) The fare of route 264X would be reduced after its implementation to attract passengers.
- (v) KMB would communicate with relevant Members after the meeting on the issue of bus stops of route 96, and continue to observe the patronage to make adjustments when necessary.
- (vi) KMB was open to adjusting the routeing of route A47X, and adjustments had been made in response to the development of the district and airport in the past few years, so as to serve more residents in the district and enhance operational efficiency.
- (vii) KMB would review the operation of route 71K and discuss the adjustment plan with Members to enhance operational efficiency.

10. Members' comments and questions were as follows:

- (i) It was suggested that route 264X add a stop at KSR Station to facilitate interchange for passengers to the railway line.
- (ii) It was suggested that the department review and adjust the routeing of route A47X.
- (iii) It was hoped that KMB would follow up on the issue of frequency of route 99.
- (iv) It was hoped that the department would actively consider the provision of additional inner routes in the district for residents in the areas of SSH and PSK to travel to Tai Po and interchange to route B8.
- (v) It was suggested that resources of route 64K be retained to maintain a frequency of every 7 to 12 minutes.
- (vi) They asked whether there would be sectional fares for route 264X (Yuen Long bound).

11. The representative of KMB responded as follows:

- (i) The frequency of route 99 was decided according to the patronage criteria of the department. It was believed that there would be an increase in patronage after the intake of flats in the new housing estates in SSH, and KMB would pay close attention to passenger demand and adjust the frequency.
- (ii) As route 264X travelled to Tin Shui Wai via YOHO MALL in Yuen Long and main stops on Castle Peak Road – Yuen Long, passengers could interchange to the railway line at MTR Yuen Long Station (“YL Station”). If it was to pass through KSR Station, KMB would have to review the impact on journey time.
- (iii) The proposed plan for route 264X mainly involved the enhancement of route 264R to a daily whole-day service to facilitate the travel of Tai Po residents to Yuen Long.
- (iv) KMB was open to the views of adding a stop on Kam Sheung Road for route 264X, and would discuss feasible options with the department.
- (v) To tie in with the intake of flats in the new housing estates in the area of SSH, route A41P would provide special departures that extended to SSH via Sai Sha Road during peak hours.
- (vi) Upon commissioning of the expanded Terminal 2 at Hong Kong International Airport (“T2”), route A47X (Airport bound) would pass through T2.
- (vii) There was room for adjusting the existing routeing of route 64K. KMB would closely monitor the demand in the area around Lam Kam Road and might consider using other routes for short-haul connections.
- (viii) KMB expected that some of the current route 64K passengers would change to take

route 264X, and hoped that the new route would provide Tai Po residents with a faster whole-day service to Yuen Long.

- (ix) The fare of route 264X would be reduced by \$2, and passengers boarding trains at YL Station to Tin Shui Wai could enjoy a sectional fare.

12. The Chairman's comments were as follows:

- (i) He suggested that the services of routes 64K and 264X be reviewed after the implementation of route 264X, and adjustments be made as necessary.
- (ii) He suggested that a new circular route to HYW BCP be introduced with its terminus at Sai Sha RTI to relieve the burden on the capacity of transport facilities at HYW BCP.
- (iii) He hoped that the department would actively consider the provision of additional routes to facilitate residents in the areas of SSH and PSK to travel between Tai Po District and HYW BCP.

13. A Member suggested that a trial run of the route plying between SSH and HYW BCP be conducted during the Easter holidays to provide data for reference.

14. The Chairman suggested that the department discuss the trial run with Citybus and collect data for further discussion.

III. Proposed increase in the service frequency of KMB route 264R **(TPDC Paper Nos. TT 11/2025 and TT 11a/2025)**

15. A Member went through the captioned paper (No. TT 11/2025), and suggested that the department step up its efforts in reviewing the frequency arrangement of route 64K to avoid hampering the travel of route 64K passengers due to the allocation of resources to route 264X.

16. The representative of TD went through the captioned paper (No. TT 11a/2025).

17. A Member hoped that the department would reconsider the vehicle allocation for route 264X and maintain the existing frequency of route 64K.

18. The Chairman asked the department and KMB to consider the allocation of vehicle resources to enhance bus route services.

IV. Proposed introduction of a new bus route connecting Tai Po and Alice Ho Miu Ling Nethersole Hospital

(TPDC Paper Nos. TT 12/2025 and TT 12a/2025)

19. A Member went through the captioned paper (No. TT 12/2025).
20. The representative of TD went through the captioned paper (No. TT 12a/2025).
21. Members' comments were as follows:
 - (i) It was suggested that a bus route connecting Tai Po North and Prince of Wales Hospital ("PWH") be provided, as the existing relevant green minibus (GMB) route could not accommodate wheelchair users. It was hoped that the department would give it due consideration.
 - (ii) It was opined that bus services were more convenient for the elderly and wheelchair users.
 - (iii) It was suggested that KMB route W3 be routed via PWH to increase patronage and provide members of the public with a feeder route to the hospital.
22. The Chairman said that as the agenda item mainly discussed Alice Ho Miu Ling Nethersole Hospital ("Nethersole Hospital"), he asked the department to consider Members' views and provide supplementary information after the meeting.

(Post-meeting note: At present, KMB route 73A provided direct bus service to PWH from the areas of Tai Wo Station, Tai Po Old Market Park and Kwong Fuk Road, while passengers in the area of Tai Po North could also take different bus routes (e.g. KMB routes 71K, 72A, 72X, 73X, 74K, 75K, 75X and 271, etc.), then interchange to KMB route 73A in the vicinity of Kwong Fuk Road to travel to and from PWH. The bus company had already provided interchange concessions to facilitate the travel of passengers by the above routes between Tai Po North and PWH.

In planning the public transport service network (including consideration for the introduction of additional bus routes), the department would consider relevant factors such as the existing public transport service network, passenger demand, possible traffic load brought about by a new route, as well as the use of resources. Under the principle of putting resources to good use, the department encouraged the public to make use of existing public transport services and make full use of the interchange arrangements between public transport services to enhance their overall operational efficiency.

Currently, apart from GMB services, members of the public could also use franchised buses equipped with barrier-free facilities to travel to and from Nethersole Hospital in Tai Po at Chuen

On Road Bus Terminus (“BT”). In addition, those in need could use Rehabus service to the above hospital.

At present, KMB route W3 (Sheung Shui and Jordan (West Kowloon Station)) plied between Sheung Shui and Jordan (West Kowloon Station) via Fanling South, Tai Wo, Tai Po town centre, Shatin, Tai Kok Tsui and Mong Kok West, with a journey time of about an hour and 37 minutes. On the suggestion to re-route KMB route W3 via PWH in Shatin and to add an en-route stop, as the suggestion would further lengthen its journey time and affect the frequency and vehicle allocation of the route, it had to be carefully considered. The department had taken note of the views and would make reference to them in planning future route, as well as review the arrangements for the said route.)

V. Proposed re-routing of GMB route 24 to the vicinity of Tai Po Hui Market
(TPDC Paper Nos. TT 13/2025 and TT 13a/2025)

23. A Member went through the captioned paper (No. TT 13/2025).

24. The representative of TD went through the captioned paper (No. TT 13a/2025).

VI. Proposed retrofitting of real-time bus service information display panels at Tai Po Central Bus Terminus
(TPDC Paper Nos. TT 14/2025 and TT 14a/2025)

25. A Member went through the captioned paper (No. TT 14/2025).

26. The representatives of TD and KMB went through the captioned paper (No. TT 14a/2025).

27. A Member said that Tai Po Central BT had a high usage rate, and some trees in the BT would be removed for the widening of the footpath. It was suggested that to tie in with the latest development there, KMB conduct a feasibility study on the captioned proposal to improve the facilities at the BT.

28. The Chairman suggested that KMB look into tying in with the tree removal works and provide additional facilities at the BT to increase electricity supply. He also pointed out that the elderly had difficulties in using mobile applications to check bus route information, and hoped that KMB would consider the relevant needs.

VII. Proposed provision of a bus shelter at Chung Nga Road near Heng Wing House of Fu Heng Estate

(TPDC Paper Nos. TT 15/2025 and TT 15a/2025)

29. A Member went through the captioned paper (No. TT 15/2025).
30. A Member suggested that a bus shelter be erected at the bus stop at Heng Yue House of Fu Heng Estate.
31. The Chairman referred Members to the captioned paper (No. TT 15a/2025) for the written responses from the TD and KMB. He hoped that the department and KMB would spare no effort in improving the waiting environment.
32. The representative of KMB responded that a site visit would be conducted to assess the feasibility of erecting a shelter. If it was technically feasible, an application would be submitted to the department in this regard.
33. Members' comments were as follows:
- (i) They asked KMB about their criteria and priority for the erection of bus stop shelters.
 - (ii) They asked KMB whether a shelter would be erected at the bus stop on Chong San Road near Centra Horizon.
 - (iii) They asked Citybus whether a shelter would be provided at Tai Wo BT.
34. The representative of KMB responded that KMB would determine priority of the erection of shelters based on the usage rate and location of the bus stops, and assess the feasibility of providing shelters in the light of the width of the footpaths and underground utilities near the bus stops. KMB had submitted applications to the department for the erection of bus shelters at St Martin, Chong San Road and Hong Kong Science Park (Phase I) in PSK last year, and had maintained communication with the department. Works arrangements would be finalised upon approval of the applications.
35. Members' comments were as follows:
- (i) They hoped that KMB would actively follow up on the progress of the erection of additional shelters at relevant bus stops, and requested Citybus to provide a written reply.
 - (ii) It was suggested that consideration be given to the installation of solar panels on bus shelters at bus stops for electricity supply, such that there would be no need to lay cables.

- (iii) On an earlier site visit with the representative of Citybus to the Kwong Fuk Estate stop of route B8, Citybus had indicated that it would consider erecting a bus shelter there.
- (iv) It was suggested that the department or bus companies draw up a timetable or plan for the erection of bus shelters for Members' reference.
- (v) It was suggested that KMB erect a shelter at the bus stop on Chung Nga Road near Chung May House.

VIII. Follow-up on the incident of fault on an engineer's train near Tai Wo Station and emergency response mechanism for public transport

(TPDC Paper Nos. TT 16a/2025, TT 16b/2025 and TT 16c/2025)

- 36. 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.
- 37. Members went through the captioned papers (Nos. TT 16a/2025 and TT 16b/2025).
- 38. The representative of TD went through the captioned paper (No. TT 16c/2025).
- 39. The representative of MTR responded as follows:
 - (i) She was thankful to the passengers for their tolerance and understanding on that day. MTR attached great importance to the safety of the engineering staff at the scene, and was dedicated to maintaining the service of the East Rail Line; therefore, care had to be taken in the repair work, which had resulted in a relatively longer handling time for the incident.
 - (ii) The MTR engineering team checked the engineering train nightly before carrying out track works to ensure normal operation. MTR had contacted the contractor for a detailed investigation to understand the cause of the incident and prevent the reoccurrence of similar incidents.
 - (iii) MTR had notified the TD on that day according to the existing railway incident reporting mechanism, and the Electrical and Mechanical Services Department ("EMSD") had also immediately sent staff to the scene for investigation. During the incident, MTR maintained close liaison with the TD to coordinate the stepping up of other modes of transport in order to minimise the impact on passengers as far as possible.
 - (iv) MTR had carried out crowd control at the affected stations and had, through channels such as the media, station broadcasts, passenger information display panels, and its

mobile application and website, continued to disseminate the latest information on train services to the public.

- (v) MTR would learn from this experience and make improvements accordingly based on passengers' feedback on information dissemination and train service arrangements after the incident.
- (vi) MTR would handle the matter of Service Performance Rebate with the relevant Government departments according to the established mechanism. Should it be confirmed that the incident met the funding threshold, an amount would be set aside accordingly for rebate to affected passengers. The entirety of the East Rail Line had maintained service during the incident, and the situation had yet to be verified by the relevant departments.

40. Members' comments were as follows:

- (i) It was suggested that MTR assess the development of the situation based on the worst-case scenario and report the incident to the department as soon as possible, such that the department could expedite coordination of other modes of transport and reduce the impact on the public.
- (ii) It was suggested that MTR enhance its rebate mechanism to benefit more members of the public, such as to provide rebates through the Subsidy Collection Points under the Public Transport Fare Subsidy Scheme to affected members of the public according to the travelling records on Octopus.
- (iii) It was suggested that MTR disseminate information on alternative routes during incidents and coordinate with bus companies to allocate some resources to provide feeder routes to other MTR stations.

41. The representative of MTR said that MTR would review the handling of incidents, and would learn from the experience to make improvements accordingly.

42. The Chairman hoped that MTR would increase the accuracy of information dissemination. He also understood that it was difficult for bus companies to allocate resources for the provision of additional services during ad-hoc incidents, and therefore hoped that MTR would step up inspections to reduce the occurrence of accidents.

IX. Proposed improvements to the ancillary transport facilities at Choi Tip Street in Fu Tip Estate
(TPDC Paper Nos. TT 17a/2025, TT 17b/2025, TT 17c/2025 and TT 17d/2025)

43. A Member went through the captioned papers (Nos. TT 17a/2025, TT 17b/2025 and TT 17c/2025).

44. The representative of TD went through the captioned paper (No. TT 17d/2025).

45. Members' comments and questions were as follows:

- (i) It was suggested that the department conduct an on-site inspection with relevant stakeholders to gain a deeper understanding of traffic problems.
- (ii) They suggested replanting taller plants or installing railings along the pavement of Choi Tip Street near the Pentecostal Holiness Church Wing Kwong Junior School ("PHCWKJS") to safeguard pedestrian safety.
- (iii) They asked whether it was suitable to provide a zebra crossing outside PHCWKJS.
- (iv) Given the low usage of the pedestrian crossing at Fu Tip Estate BT near the roundabout, they suggested converting it into a taxi bay.
- (v) They suggested reflecting the residents' views to Tai Po Hospital, and discussing the conversion of sections of the slope to widen the pavement, thereby making room for constructing an additional lay-by.

46. The representative of TD responded as follows:

- (i) The department would liaise with relevant Members to conduct a site visit to study the feasibility of converting the area near Fu Tip Estate BT into a lay-by.
- (ii) The widening of sections of the slope at Tai Po Hospital into a pavement involved resumption of part of the land of Tai Po Hospital. The department kept an open mind towards the suggestion, and would review its feasibility or explore other alternative options in a timely manner.

47. The Chairman suggested placing transverse yellow bar markings on the upramp section of Choi Tip Street to remind motorists to reduce speed. He also pointed out that a buffer zone be set up for vehicles waiting to enter PHCWKJS in order to avoid causing traffic congestion.

(Post-meeting note: The TD conducted a site visit with relevant Members on 7 April 2025.)

X. Proposed reprovisioning of the bus stop at Kwong Wang Street
(TPDC Paper Nos. TT 18/2025 and TT 18a/2025)

48. A Member went through the captioned paper (No. TT 18/2025).

49. The representative of TD went through the captioned paper (No. TT 18a/2025).

50. A Member suggested that the department provide a layout drawing of the pedestrian crossing as soon as possible, so that the HD could arrange for the reprovisioning of bus stop and removal of planters, and for the management office of Wang Fuk Court to discuss the related works arrangements.

51. The Chairman asked the department to provide the layout drawing to the HD and Wang Fuk Court as soon as possible so that corresponding arrangements could be made.

XI. Proposed improvement to the design and arrangement for the crossing at Po Heung Street
(TPDC Paper Nos. TT 19/2025 and TT 19a/2025)

52. A Member went through the captioned paper (No. TT 19/2025).

53. The representative of TD went through the captioned paper (No. TT 19a/2025).

54. The Chairman stated that quite a number of crossing facilities in the district were similar in design which were prone to accidents, hoping that the department would improve the situation.

XII. Proposed provision of diagonal crossings at the junction of On Cheung Road and On Chee Road in Tai Po
(TPDC Paper Nos. TT 20/2025 and TT 20a/2025)

55. A Member went through the captioned paper (No. TT 20/2025).

56. The representative of TD went through the captioned paper (No. TT 20a/2025).

57. Members' questions and comments were as follows:

- (i) They asked about the procedures, duration and relevant criteria of the study for the provision of diagonal crossings.
- (ii) They had collected public opinions on the captioned matter, with approximately 90 per cent of the public in favour of the suggestion.
- (iii) They enquired about the effectiveness of the trial schemes launched in Shatin and Tsim Sha Tsui, and suggested that the department make reference to the relevant results and data in considering the feasibility of the captioned suggestion.
- (iv) It was suggested that the department actively examine the feasibility of the captioned suggestion and implement the scheme.

58. The Chairman suggested that the department study and implement the captioned scheme.

XIII. Proposed repainting of lane line markings on Tolo Highways in phases

(TPDC Paper Nos. TT 21/2025 and TT 21a/2025)

59. A Member went through the captioned paper (No. TT 21/2025).
60. The representative of HyD went through the captioned paper (No. TT 21a/2025).
61. The Chairman suggested making good use of reflecting road studs or road reflective paint to assist motorists in navigating when visibility was poor.
62. The representative of HyD stated that the department made use of reflective road marking materials according to its standards, together with reflecting road studs and street lamps, to ensure the safety of road users.

XIV. Enquiry on works progress of the construction of bicycle parking spaces at Tai Po Tai Wo Road near the area outside Hang Wo House

(TPDC Paper Nos. TT 22/2025 and TT 22a/2025)

63. A Member went through the captioned paper (No. TT 22/2025).
64. The representative of HyD went through the captioned paper (No. TT 22a/2025).
65. The Chairman said that there were difficulties in managing bicycle parking spaces (“PSs”) and hoped that users would make proper use of them to prevent bicycles from being abandoned.

XV. 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 No. TT 23/2025)

66. The representatives of TD and HKPF went through the captioned paper.
67. Members’ comments and questions were as follows:
- (i) As there were a large number of vehicles exceeding 11 metres in length travelling on Lam Kam Road currently, it was suggested that the Police strengthen law

enforcement and follow-up actions.

- (ii) They asked about the works progress and actual location of additional motorcycle PSs near Tai Wo Station.
- (iii) They hoped that the Police would follow up on the improper use of PSs at Tung Tsz Shan Road, not only by strengthening law enforcement, but also by regular removal of vehicles parked for a long period of time to avoid affecting the use of PSs by villagers.
- (iv) As large vehicles were often found parked at the new bus bay on Chung Nga Road near Chung May House at night, it was hoped that the Police would take follow-up actions.
- (v) The department planned to convert the goods vehicle PSs on Ting Tai Road or its vicinity into coach PSs. It was suggested that the department consider rendering suitable spaces in the district for parking of goods vehicles.
- (vi) It was suggested that the department consider providing additional motorcycle PSs at Po Wu Lane, as well as constructing a multi-storey car park providing motorcycle PSs at the location of Wong Siu Ching Family Medicine Centre.

68. The representative of HKPF responded as follows:

- (i) The Police had received complaints on Lam Kam Road and had taken corresponding actions. The offending vehicles prosecuted were mainly tour buses exceeding 12 metres in length and medium goods vehicles. The Police would strengthen enforcement to combat illegal acts.
- (ii) The Police had also received complaints about prolonged occupation of free PSs along Tung Tsz Shan Road and would attend the scene to address such complaints. If a vehicle was found parked for more than 24 hours, the Police would initiate a prosecution against the owner and required owner to remove the vehicle, otherwise it would be towed away.
- (iii) The Police would step up enforcement against illegal parking on Chung Nga Road near Chung May House.

69. The representative of HyD responded that in accordance with the Works Request Form (“WRF”) issued by TD, the department would provide additional motorcycle PSs on Po Nga Road near the pavement of Tai Wo BT. Since several similar WRFs had been received for works in the vicinity, the HyD, in conjunction with TD, would prioritise the works based on resources and urgency of individual locations, and report the progress to Members in a timely manner.

XVI. 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 24/2025)

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

71. Members' questions and comments were as follows:

- (i) Regarding the painting works on the cycle track along Lam Tsuen River, they asked about the progress and location of water mains works at Lam Tsuen River carried out by the Water Supplies Department (“WSD”).
- (ii) It was hoped that the HyD would provide the works information of Project No. NE/21/00897.
- (iii) It was suggested that the department provide the latest information on the road works at On Pong Road and On Tai Road in a timely manner.
- (iv) They asked whether the pedestrian crossing at On Pong Road near Block 11 of Tai Po Centre was a formal crossing.
- (v) It was suggested that an additional pedestrian crossing be added near the junction of On Pong Road and On Tai Road.
- (vi) They asked about the progress of the resurfacing works of On Tai Road.

(Post-meeting note: Under the WSD Contract No. 5/WSD/21, the water main improvement works on risk-based approach, which included rehabilitation of an existing salt water main of 700 millimetres in diameter, were currently being undertaken at Tai Po Tai Wo Road between Nam Wan Road and Po Heung Bridge (the northside of Lam Tsuen river).

As the existing salt water main was located within the cycle track area, part of the cycle track had to be closed temporarily during construction to facilitate the works. In order to minimise the impact on pedestrians and cyclists, the contractor adopted “reduced dig” construction method by establishing a pit in the middle of the pipe route and then rehabilitating water mains there. Only one pit would be dug at a time during the construction period, and the digging work was arranged to take place during daytime from Mondays to Fridays. The cycle track would be reopened for public use on Saturdays, Sundays and public holidays. Upon completion of pit digging, the contractor would cut the existing water main at the pit, insert a new pipe into the existing one and drag it to another pit for connection with other new/existing pipelines. The installation and connection procedures of new pipelines were scheduled to be carried out at night time, and the whole works were expected to be completed in June 2025.)

72. The representative of HyD responded as follows:

- (i) The department was carrying out preparatory work for the painting works on the cycle track on both sides of Lam Tsuen River, and had submitted the temporary traffic arrangements to the departments concerned for approval. The WSD was currently undertaking water works at the pedestrian subway near Tai Po Arts Centre and part of the cycle tracks on both sides of Lam Tsuen River. The department was actively maintaining close communication with relevant departments, and upon completion of the water works, it would commence painting works on the cycle track in phases and report the works progress to Members in a timely manner.
- (ii) The TD had completed the consultation exercise of Project No. NE/21/00897 and the pavement would be converted into a bus bay of about 55-metre in length. A layout plan would be provided to Members in due course.
- (iii) Before taking forward the road projects at On Pong Road and On Tai Road, the department would release the works arrangements to relevant stakeholders and communicate with the contractor, as well as increase the number of channels for Members and the public to be informed of the works progress.
- (iv) The department was conducting preparatory work for the resurfacing of the remaining section of On Tai Road. Temporary traffic arrangements had been submitted to the departments concerned for approval, with the aim of commencing the works during the Easter holiday. If there were any further details, the department would inform Members and the public as soon as possible.

(Post-meeting note: The Secretariat forwarded the layout plan for Project No. NE/21/00897 to Members for reference via email on 10 April 2025.)

73. The representative of TD responded that the pedestrian crossing at On Pong Road near Block 11 of Tai Po Centre was not a formal crossing. The department was planning to install additional railings to prevent the public from crossing the road, and could discuss the details with Members after the meeting.

74. A Member asked whether under Project No. NE/21/00897, the bus stops outside Solaria would be relocated or new bus stops would merely be added.

75. The representative of TD responded that the bus stops outside Solaria would be relocated forward, and the bus bay would be expanded to facilitate boarding and alighting of passengers.

76. A Member suggested conducting a site visit together with the department to learn about the works arrangements.

XVII. Any other business

77. Members raised other items as follows:

- (i) It was suggested that route 275R be changed to operate daily to divert pedestrian flow in Wu Kau Tang, thereby reducing the impact on the residents' travel.
- (ii) It was suggested that Luk Keng Road be widened to provide a bus route plying between Fanling and Wu Kau Tang.

78. The representative of KMB responded as follows:

- (i) KMB closely monitored the demand for route 275R and understood the increased demand for the route during autumn and winter seasons. As such, it had applied to use more double-decker buses to enhance its carrying capacity and operational efficiency.
- (ii) KMB would examine its existing resources and explore the feasibility of changing route 275R to a daily regular service.
- (iii) KMB intended to provide service at Luk Keng, but was unable to introduce a bus route due to topographical constraints.

79. The Chairman hoped that the TD would study the situation with a view to improving its bus route services.

80. Members raised other items as follows:

- (i) It was suggested that the frequency of route 275R be increased during peak hours.
- (ii) It was suggested that KMB actively consider installing real-time bus service information display panels when erecting bus shelters.
- (iii) They thanked the HyD for providing additional pedestrian crossing facilities at Pok Yin Road and Fo Shing Road.
- (iv) It was hoped that the department would provide the layout plan for the widening of the bend from Heung Sze Wui Street heading to Po Heung Street, and study the use of part of the pavement to widen the lanes of Heung Sze Wui Road.
- (v) It was suggested that the installation of bus shelters at bus stops be expedited at Chong San Road near The Horizon and at Tat Wan Road near American School Hong Kong.
- (vi) It was suggested that the department implement traffic improvement measures to reduce traffic accidents on Tolo Highway, such as by providing more anti-skid dressing on lanes to prevent vehicles from skidding, reviewing the location and

number of speed detectors, and establishing a dedicated team by the Police to handle traffic incidents to enable speedy resumption of normal traffic.

- (vii) They enquired about the progress of the Shatin Bypass project, and hoped that the department would provide relevant information for Members' reference.
- (viii) It was suggested that the department consider installing more information display panels on highways to provide real-time traffic information.
- (ix) It was suggested that consideration be given to the road designs with traffic diversion so that motorists would have alternative routes in case of traffic congestion.
- (x) It was suggested that the Police set up a special team to handle general traffic incidents as quickly as possible during peak hours to avoid causing congestion.
- (xi) It was suggested that the department negotiate with the operator of GMB route 806 on fare increase with a view to adjusting the fare increase to a reasonable level and strengthening the supervision of its services.
- (xii) They thanked the department for adding a right-turn pocket at Chong San Road for vehicles entering The Horizon, and hoped that the department would follow up on the conversion of the intersection of Chong San Road and Fo Shing Road into a two-lane right-turn carriageway.
- (xiii) They suggested studying the addition of a traffic lane from Fo Chun Road to Chong San Road (southbound) to divert traffic flow, as well as following up on the problem of illegal parking there.
- (xiv) They enquired about the progress of the installation of auxiliary devices at the pedestrian crossing near The Regent.
- (xv) They enquired about the progress of the Tai Po District Traffic and Transport Study ("TPDTTS").
- (xvi) They asked whether the department had compiled statistics on the locations of traffic accidents on Tolo Highway for reference and formulated corresponding traffic improvement measures.
- (xvii) It was suggested that the department provide the preliminary layout plan of Shatin Bypass.
- (xviii) It was suggested that the footpath be widened between Tai Mei Tuk Carpark on Ting Kok Road and Tai Po Lung Mei Beach.
- (xix) They asked about the progress of alleviating traffic congestion at Kwong Fuk Road roundabout.
- (xx) They suggested erecting a shelter at the GMB stand on Kwong Fuk Road, and following up on the situation of GMBs picking up and dropping off passengers at the bend after turning from Po Heung Street into Kwong Fuk Road.

- (xxi) They suggested widening the bend of the section at Kwong Fuk Estate on Plover Cove Road (northbound) to avoid the danger of buses crossing the opposite lane when turning.
- (xxii) They suggested that the department conduct a site visit with the representatives of KMB regarding the works of Structure No. KF04 to learn about the arrangements for the affected bus stops.

(Post-meeting note: Regarding the proposed adjustment of the safety island from Heung Sze Wui Street to Po Heung Street, the TD had conducted a site visit with Members of TPDC and Tai Po South Area Committee on 28 February 2025, and was scrutinising the suggestion in response to the opinions received. The department was in the course of discussing the works details regarding the preliminary design for the adjustment of the safety island with relevant works departments (including the HyD and EMSD), and would conduct district consultation through the TPDO once it was confirmed to be technically feasible.

Regarding Members' enquiry about the progress of the Shatin Bypass project, having taken into account the current economic and fiscal situation, the Government would prioritise public works projects based on their urgency and significance, and adjust implementation timelines as appropriate. The Government would, in response to the latest developments, continue to give due regard to priority and urgency of projects under planning stage in order to suitably adjust their implementation schedule, including the investigation study of Shatin Bypass.

Regarding the works project to provide additional pedestrian crossing facilities at Shan Tong Road near the entrance/exit of the metered parking lot, according to the HyD, the project had been hindered due to the on-site works by the WSD. It was hoped that the works project could commence as soon as possible within 2025 upon completion and removal of stuff of the WSD works. The project of painting the road surface of the existing cautionary crossing right outside The Regent in reddish-brown colour was expected to be completed in the third quarter of 2025, as stated by the HyD.

The TPDITS report was distributed to TTC Members via TPDC Secretariat on 28 March 2025.

The number of traffic accidents on Tolo Highway in 2023 was 158. The department would review the traffic conditions of Tolo Highway from time to time and implement measures to enhance traffic safety. Among them, TD had implemented the following measures:

- (1) Provision of double white lines between fast/middle lanes and slow/middle lanes on Tolo Highway (southbound) near Yuen Chau Tsai to help reduce traffic accidents and congestion due to negligent lane cutting. Additionally, the double white lines on the fast/middle lanes had been extended;

- (2) Laying of anti-skid surfacing materials on Fanling Highway (northbound) near Lam Kam Road Interchange;
- (3) Displaying road safety messages on variable message signs along Tolo Highway;
- (4) Instructing relevant departments to trim roadside vegetation in order to improve sight lines.

The Government monitored the traffic condition at Kwong Fuk Road roundabout from time to time and examined the need for implementing traffic improvement measures. To tie in with the public housing development at To Yuen Tung, Tai Po, the CEDD would provide an exclusive left-turn lane at Kwong Wang Street to Tai Po Road – Yuen Chau Tsai to improve the traffic at Kwong Fuk Road roundabout as well as to cope with the traffic and transport demand brought about by the proposed development. The road improvement works to be carried out there were expected to commence in mid-2025.

81. The representative of TD said that the department had replied to the person by email on 16 February in response to his suggestion raised by a Member on his behalf at the last meeting that an en-route stop for KMB routes B9 and B9A be added at Fanling Highway Bus-Bus Interchange (“FHBBI”). Currently, passengers could travel to HYW BCP by Citybus route B7 at FHBBI. To cope with passenger demand, Citybus had further strengthened the service of route B7 since 23 December last year. The department also required Citybus to pay close attention to passenger demand for route B7 at FHBBI and deploy its vehicles flexibly, so as to avoid passengers being unable to board the buses at BBI as they were already fully loaded. The department would continue to closely monitor the operation of route B7 and request Citybus to follow-up in due course.

XVIII. Date of next meeting

82. The Chairman announced that the next meeting was scheduled to be held at 2:30 p.m. on 8 May 2025 (Thursday).

83. There being no other business, the meeting was adjourned at 6:31 p.m.