

Minutes of the 2nd Meeting in 2026
of the Traffic and Transport Committee
of Tai Po District Council

Date: 5 March 2026 (Thursday)
Time: 2:30 p.m. – 5:14 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. CHAN Cho-leung, MH, JP	Beginning of the meeting	End of the meeting
Mr. CHAN Siu-kuen, MH, 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

Mr. WU Chun-fai, Carpe	Senior Transport Officer / Tai Po / Transport Department (“TD”)
Mr. JIM Holman	Engineer / Tai Po 1 / TD
Mr. CHAN Ka-fai, Issac	Engineer / Tai Po 2 / TD
Mr. PANG Hiu-fung	Engineer / Tai Po 3 / TD
Ms. CHAN Kit-ying	Engineer / Kowloon West / 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. TONG Chin-hang, Eric	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. CHEUNG Chi-hing	Administrative Assistant / Lands (Atg.) / District Lands Office, Tai Po (“TPDLO”) / Lands Department
Mr. JIANG Guifu	General Manager / Operations / Marine Department (“MD”)
Mr. NG Yiu-lun	Senior Marine Officer / Licensing & Port Formalities / MD
Mr. KWOK Chun-chai, Johnny	Assistant District Officer (Tai Po) / TPDO / HAD
Miss TSANG Hok-yau, Bibiana	Assistant District Officer (Tai Po) (Designate) / TPDO / HAD
Ms. HUEN Lai-yan, Sara	Senior Executive Officer (District Council) / TPDO / HAD
Mr. LAU Sheung-man	Manager (Operations) / Kowloon Motor Bus Company (1933) Limited (“KMB”)
Mr. LAI Sheung-him, Leon	Officer (Operations Support) / KMB
Ms. LIP Pui-lam, Rennis	Assistant Manager (Public Affairs) / KMB

Opening Remarks

The Chairman welcomed participants to the 2nd meeting of the Traffic and Transport Committee (“TTC”) in 2026, and announced the following:

- (i) Miss TSANG Hok-yau, Bibiana, Assistant District Officer (Tai Po) (Designate) of TPDO, was in attendance of the meeting.
- (ii) Mr. WU Chun-fai, Carpe, Senior Transport Officer / Tai Po of TD and Mr. TONG Chin-hang, Eric, Assistant Housing Manager / Tenancy (Tai Po, North & Shatin 7) 2 of HD, would attend future meetings in place of Ms. LEE Siu-ping, Sonia and Mr. LAI Chung respectively.

I. Confirmation of the minutes of the 1st meeting in 2026 of the TTC on 8 January 2026

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. Marine Department – Develop the yacht economy

(TPDC Paper No. TT 10/2026)

4. The Chairman welcomed Mr. JIANG Guifu and Mr. NG Yiu-lun, General Manager / Operations and Senior Marine Officer / Licensing & Port Formalities of MD respectively, to attend the meeting for this agenda item.
5. The representative of MD went through the captioned paper.
6. Members' comments and questions were as follows:
 - (i) They suggested stepping up inspections and regulations to safeguard fishing vessel operations and prevent illegal activities.
 - (ii) They asked whether visiting yachts were allowed to enter and leave Hong Kong waters freely 24 hours a day.
 - (iii) They asked how the personnel disembarked after the visiting yachts had berthed.
 - (iv) They asked whether markers or buoys would be deployed in the mooring areas for visiting yachts, and whether other vessels were allowed to enter the areas.
 - (v) They asked whether local vessels were required to apply for berthing in the mooring areas designated for visiting yachts.
 - (vi) They asked whether fishermen were allowed to engage in angling or net fishing in the areas.
 - (vii) They asked how to monitor the personnel of visiting yachts and prevent the yachts from engaging in illegal activities.
 - (viii) They asked whether visiting yachts could berth in multiple mooring areas.
 - (ix) They asked whether there were quotas for visiting yachts in the mooring areas and the arrangements in the event of a shortage of berths.

- (x) They suggested providing relevant ancillary commercial and tourism arrangements for visiting yachts to enhance economic benefits.
- (xi) They suggested providing landing facilities or shops near the mooring areas to facilitate the provisioning for yachts.
- (xii) They asked about the immigration clearance arrangements for visiting yachts.
- (xiii) They asked whether environmental assessments had been conducted for the mooring areas.
- (xiv) They suggested that the Electronic Business System (“eBS”) should benefit local vessels as well.
- (xv) They asked whether visiting yachts were permitted to berth in typhoon shelters, and were concerned that this might aggravate the shortage of berths for local vessels.
- (xvi) They suggested that the department step up publicity on the yacht economy and safety education.
- (xvii) They suggested establishing a support hotline or a dedicated department to provide assistance to visiting yachts.
- (xviii) They asked whether operators of visiting yachts would be mandatorily required to hold relevant radio licences.
- (xix) They suggested considering the establishment of a mutual recognition mechanism for the operating qualifications between Chinese Mainland and Hong Kong.

7. The representative of MD responded as follows:

- (i) The department had established the Dynamic Yacht Monitoring System (“DYMS”), so that visiting yachts were not required to reserve berths in private yacht clubs.
- (ii) Visiting yachts were permitted to navigate freely in Hong Kong waters after reserving berths in the five mooring areas via the eBS.
- (iii) The department would require all visiting yachts to be equipped with very high frequency radio-telephones and an automatic identification system.
- (iv) While the five mooring areas provided berths for visiting yachts, fishing and the passage of other vessels were not prohibited.
- (v) The MD would issue an MD Notice to designate relevant waters for the berthing of visiting yachts, and to remind vessels navigating in nearby waters to exercise caution.
- (vi) The department would monitor the usage of the mooring areas through the DYMS. Once the berths in the five mooring areas reached full capacity, the eBS would suspend the approval of applications and resume the process when there were

vacancies.

- (vii) The department would adjust the quotas based on the size of yachts applying for berth reservation, and would strengthen the monitoring of the usage of the mooring areas. Upon detection of any irregularities or non-compliances, the department would take appropriate follow-up actions.
- (viii) The immigration clearance arrangements for relevant personnel of visiting yachts were handled by the Immigration Department (“ImmD”).
- (ix) The eBS allowed owners of visiting yachts to submit information of crew members and passengers to facilitate the handling of relevant procedures by the ImmD.
- (x) To tie in with the development of the yacht economy, the department had launched facilitation measures to streamline application procedures for visiting yachts entering and leaving Hong Kong. The department and relevant departments would process approvals in accordance with the established mechanism.

8. Members’ comments and questions were as follows:

- (i) They suggested considering increasing the number of mooring areas for visiting yachts, such as Tolo Harbour.
- (ii) They asked about the carrying capacity of each visiting yacht entering and leaving Hong Kong, the immigration channels, and the duration of stay.
- (iii) They asked about the expected economic benefits brought about by the development of the yacht economy.
- (iv) They suggested regulating the duration of stay in Hong Kong for visiting yachts and reminding them to observe navigational safety.

9. The representative of MD responded as follows:

- (i) The department would continue to review the effectiveness of the measures and gather feedback from various parties so as to consider adding or adjusting the locations of mooring areas.
- (ii) Information regarding the number of visiting yachts in the past would be provided after the meeting.
- (iii) Pursuant to the Merchant Shipping (Local Vessels) (General) Regulation, visiting yachts were not permitted to remain in Hong Kong waters for more than 182 days out of 365 consecutive days.
- (iv) The department would examine closely the turnover and management of the berths in the mooring areas.

(Post-meeting note: The MD said that in the past three years (i.e. 2023 to 2025), there were 236 vessel trips of visiting yachts, of which 90 were allowed to navigate freely in Hong Kong waters.)

10. The Chairman's comments were as follows:

- (i) He hoped that the department would carefully consider the detailed arrangements after implementing the measures, including the monitoring of noise nuisances, the arrangements for vessels passing through Hong Kong, the operation of the eBS, etc.
- (ii) He suggested that the department step up district consultation and provide detailed information.
- (iii) He hoped that Members' opinions would be given thorough consideration, and suggested that the department compile a set of frequently asked questions to facilitate Members in explaining the measures to the public.

11. The representative of MD responded that the department welcomed Members' suggestions and opinions, and would take them into consideration. He added that the five mooring areas were situated far away from the main fairways where the marine traffic volume was relatively low.

III. Suggestion for stepping up the launch of Regional Short-haul Two-way Section Fare Scheme in Tai Po District

(TPDC Paper Nos. TT 11/2026 and TT 11a/2026)

12. The Chairman welcomed Mr. LAU Sheung-man, Mr. LAI Sheung-him, Leon, and Ms. LIP Pui-lam, Rennis, Manager (Operations), Officer (Operations Support) and Assistant Manager (Public Affairs) of KMB respectively, to attend the meeting for this agenda item.

13. A Member went through the captioned paper (No. TT 11/2026).

14. The representative of TD went through the captioned paper (No. TT 11a/2026).

15. Members' comments and questions were as follows:

- (i) They suggested considering the implementation of short-haul fares on additional bus routes in the district.
- (ii) They suggested implementing short-haul fares during non-peak hours.
- (iii) They hoped that the department would strengthen collaboration with KMB to actively consider adjusting the Short-haul Two-way Section Fare Scheme.

- (iv) They suggested that the bus company optimise the section fare procedures or install Octopus Card readers at exit doors to improve operational efficiency.

16. The Chairman suggested installing Fare Saver kiosks to implement short-haul fares, and asked the department to coordinate with the bus company as soon as possible.

IV. Enquiry on the introduction of KMB route 264X

(TPDC Paper Nos. TT 12a/2026, TT 12b/2026 and TT 12c/2026)

17. A Member went through the captioned papers (Nos. TT 12a/2026 and TT 12b/2026).

18. The representative of TD went through the captioned paper (No. TT 12c/2026).

19. Members' comments and questions were as follows:

- (i) They asked whether the captioned route would be implemented in accordance with the Bus Route Planning Programme ("BRPP") 2025-2026 and what its commencement time would be.
- (ii) They suggested that the department consider the introduction of the route by other bus companies.
- (iii) They enquired about the details regarding the BRPP 2026-2027.

20. The representative of TD responded as follows:

- (i) The department hoped that KMB would introduce the captioned route as proposed in last year's BRPP.
- (ii) The subject section was currently preparing the BRPP 2026-2027, and would inform Members upon availability of further updates.

21. The representative of KMB responded that KMB was pleased to introduce the captioned route and would continue to discuss the relevant details with the department, including the route particulars, the headways arrangements, etc.

22. The Chairman hoped that KMB would expeditiously implement the captioned route to tie in with the future development of the Northern Metropolis.

23. The representative of KMB responded as follows:

- (i) Currently, KMB needed time to review the overall operation of routes 64K and 264X, and to collect data to understand passenger demand for each section.
- (ii) The sections between Tai Po and Lam Tsuen, as well as between Sheung Tsuen and Yuen Long West showed a higher passenger demand. It was hoped that the implementation of the captioned route would shorten commuting times for passengers.
- (iii) KMB would discuss the details regarding the introduction of the captioned route with the department as soon as possible.

24. Members' questions and comments were as follows:

- (i) They suggested launching trial operations for the captioned route to conduct an on-site study of passenger demand.
- (ii) They hoped that KMB would complete the study and introduce the captioned route as soon as possible.
- (iii) They suggested that in the absence of progress over a prolonged period, the department should consider inviting tenders from other bus companies to operate the captioned route.
- (iv) They asked whether this year's BRPP included the captioned route, and when KMB expected to complete the study.
- (v) They asked whether the captioned route would be operated according to the service hours stated in the BRPP.

25. The representative of TD responded as follows:

- (i) The department reiterated its expectation for KMB to introduce the route according to last year's BRPP.
- (ii) The captioned route was a project under last year's BRPP and would not be included in the BRPP 2026-2027.
- (iii) The department would continue to closely monitor the captioned route plans.

26. The representative of KMB noted Members' views and would submit the captioned route plan to the department as soon as possible. KMB would keep Members informed of further developments.

V. **Proposed addition of a permanent bus shelter for the bus stop outside Centra Horizon on Chong San Road in Pak Shek Kok**

(TPDC Paper Nos. TT 13/2026 and TT 13a/2026)

27. A Member went through the captioned paper (No. TT 13/2026), and enquired about the expected commencement and completion dates of the works.
28. The representative of TD went through the captioned paper (No. TT 13a/2026).
29. The representative of KMB responded as follows:
- (i) KMB had previously submitted an application for the captioned project to the relevant department and had obtained approval in October 2025. The works had been scheduled for commencement.
 - (ii) Since the 2026 works plan for constructing bus shelters had already been scheduled earlier, the captioned project was tentatively listed as a back-up.
 - (iii) If any scheduled works were deferred due to factors such as on-site conditions, the captioned works would be prioritised for implementation.
30. Members' comments and questions were as follows:
- (i) They suggested that KMB and Members conduct a site visit to understand the design plan of the bus shelter.
 - (ii) They suggested inspecting the uneven road surface near the captioned bus stop concurrently, and considering carrying out preliminary improvement works.
 - (iii) They enquired about the priority ranking of the captioned works on the back-up list.
 - (iv) They suggested installing waiting seats and bus arrival information display panels in tandem with the construction of the bus shelter.
 - (v) They enquired about the works progress of erecting a bus shelter for the bus stop at Mayfair By The Sea (Fo Chun Road).
31. The Chairman asked KMB to arrange a site visit with relevant Members and invited interested Members to join.

(Post-meeting note: KMB and Members had conducted a site visit on 17 April 2026.)

VI. Proposed addition of bus shelters for Ngau Len Wo bus stop and Ng Tung Chai bus stop in Lam Tsuen

(TPDC Paper Nos. TT 14/2026 and TT 14a/2026)

32. A Member went through the captioned paper (No. TT 14/2026).
33. The representative of TD went through the captioned paper (No. TT 14a/2026).
34. A Member suggested adding seats when erecting a bus shelter for Ngau Len Wo bus stop (Tai Po bound).

VII. Concerns over the facilities and planning of the Tai Po Central Bus Terminus

(TPDC Paper Nos. TT 15/2026 and TT 15a/2026)

35. A Member went through the captioned paper (No. TT 15/2026).
36. The representative of TD went through the captioned paper (No. TT 15a/2026).
37. Members' comments and questions were as follows:
 - (i) Given the limited space at the Tai Po Central Bus Terminus, the works in progress would affect existing bus services, thereby aggravating the difficulty of executing overhaul works.
 - (ii) They suggested that the department consider exploring with the Leisure and Cultural Services Department the feasibility of using a portion of the land at Tai Po Central Town Square for the extension of the bus terminus.
 - (iii) They suggested improving the bus waiting environment by installing real-time bus arrival information display panels or renovating outdated bus shelter facilities.
 - (iv) With the intake of new housing estates in the district, the passenger demand at the captioned bus terminus were expected to increase further. It was hoped that the department would commence the feasibility study as early as possible.
38. The Chairman's comments were as follows:
 - (i) He suggested exploring the feasibility of constructing an underground transport interchange primarily designated for external routes, while the ground-level bus terminus would provide route services within the district or serve as an interchange.

- (ii) Refurbishment works could concurrently be carried out at Tai Po Central Town Square to enhance park facilities.
- (iii) He hoped that the department would actively explore the feasibility of the refurbishment works with relevant departments.

VIII. Suggestion for expediting the implementation of diagonal crossing works at Tai Po Tai Wo Road / Chui Lok Street

(TPDC Paper Nos. TT 16/2026 and TT 16a/2026)

39. The Chairman welcomed Ms. CHAN Kit-ying, Engineer / Kowloon West of TD to attend the meeting for this agenda item.

40. A Member went through the captioned paper (No. TT 16/2026) and asked about the pedestrian green time of the diagonal crossing.

41. The representative of TD went through the captioned paper (No. TT 16a/2026) and responded that the pedestrian green time of the diagonal crossing could be extended by 13 seconds without affecting road traffic, but the actual green time would depend on the situation on site.

42. Members' comments were as follows:

- (i) They suggested the provision of a diagonal crossing at the junctions of On Cheung Road and On Chee Road, as well as On Chee Road and Ting Kok Road.
- (ii) They suggested that the department flexibly adjust signal timing depending on traffic conditions.
- (iii) They asked about the reason for selecting the captioned location for the trial scheme for diagonal crossings ("trial scheme").
- (iv) They asked whether the extended time at the captioned diagonal crossing was sufficient.
- (v) They suggested that the department and Members conduct a site visit to learn more about the design in detail.
- (vi) They asked about the completion date and follow-up arrangements of the trial scheme.
- (vii) They suggested that the department collect Members' comments regarding the selection of location when implementing the diagonal crossings.
- (viii) They suggested that the department carry out a site visit at the junction of On Cheung Road and On Chee Road to observe pedestrian crossing patterns.

(Post-meeting note: The TD had introduced diagonal crossings for trial at two junctions in Shatin and Tsim Sha Tsui in January and August 2024 respectively. Since the implementation of the trial scheme, operations at the junctions concerned had been generally safe and smooth, providing greater convenience to pedestrians crossing the road. Taking reference from the trial results and application at the trial locations, the TD had devised a set of design standards and guidelines for diagonal crossings tailored to Hong Kong's pedestrians and traffic environment, which had been included in the Transport Planning and Design Manual to facilitate the evaluation of applying such crossings at suitable existing signal-controlled junctions and in new development areas.

The TD was actively assessing the feasibility of providing diagonal crossings at other signal-controlled junctions, including locations suggested by various sectors of the community and Members during the trial period. The TD had completed the relevant assessments and arranged for the implementation of diagonal crossings at 15 suitable junctions in Hong Kong (2 on Hong Kong Island, 5 in Kowloon and 8 in the New Territories), including the junction of Tai Po Tai Wo Road / Chui Lok Street. The 15 diagonal crossings in Hong Kong were expected for completion in phases starting from 2026.

Upon the completion of the diagonal crossing at the junction of Tai Po Tai Wo Road and Chui Lok Street, the pedestrian green time would be adjusted to ensure sufficient crossing time for pedestrians. The TD had conducted a site visit with Members on 12 March 2026.)

43. The Chairman said that the junction of On Cheung Road and On Chee Road was highly suitable for the provision of a diagonal crossing, and would have a relatively small impact on the vehicular traffic in the vicinity. He hoped that the department would actively consider Members' comments.

(Post-meeting note: The TD said that the junction of Tai Po On Chee Road and On Cheung Road was heavily congested and served as a primary public transport corridor. While the provision of a diagonal crossing would offer greater convenience to pedestrians, it would reduce the vehicular green time (including public transport). Consequently, it would not only cause traffic congestion, but also increase the commuting time of public transport passengers. Furthermore, the existing yellow box junction and right-turn pocket at the junction would have to be removed for the provision of a diagonal crossing, which would affect traffic flow and public transport services. As such, the TD did not recommend the provision of a diagonal crossing at the said location.)

IX. Follow-up on the issue of unclear road traffic signs in Tai Po District

(TPDC Paper Nos. TT 17/2026 and TT 17a/2026)

44. A Member went through the captioned paper (No. TT 17/2026).
45. The representative of HyD went through the captioned paper (No. TT 17a/2026).
46. Members' comments were as follows:
- (i) Lane lines were barely visible on rainy days. They suggested that the department handle the issue expeditiously, particularly along the section of Tolo Highway and Fanling Highway near Tai Hang.
 - (ii) They suggested that the department rectify the condition of the lane lines on Tolo Highway (the Lam Tsuen bound section near Kwong Fuk Estate and the Tai Po bound section near MTR University Station).
47. The representative of HyD responded as follows:
- (i) The department noted Members' comments.
 - (ii) The department would strive to carry out refurbishment and maintenance works before the rainy season. The retroreflectivity and anti-skid performance of the road markings would comply with the department's established standards.
 - (iii) Regarding the road markings on Tolo Highway, the department would carry out works and maintenance works during routine cyclical lane closures of the expressway, and address the condition of unclear road markings along with other road issues.
48. The Chairman suggested that the existing road markings be obliterated before refurbishment works were carried out, thereby enhancing the visibility of the new markings. He also asked the department to step up inspections on the condition of road markings.

X. Matters arising from minutes of the 1st meeting of TTC on 8 January 2026 – Proposed widening of footpath to connect Tai Mei Tuk Barbecue Area, parking lot and Tai Po Lung Mei Beach

49. The Chairman reported as follows:
- (i) The representatives of TD, HyD and TPDO had conducted a site visit earlier to

discuss feasible options.

- (ii) The TD would look into the provision of signs nearby to remind pedestrians to use the pedestrian crossing when travelling between Tai Po Lung Mei Beach and Tai Mei Tuk parking lot.
- (iii) The relevant departments would continue to explore feasible long-term solutions to address the narrowness of the footpath.

50. A Member asked whether it was feasible to widen the footpath with the existing road structure.

51. The Chairman said that the relevant departments would study whether the proposed options would involve the Foreshore and Sea-bed (Reclamations) Ordinance, and would report any further development to Members.

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 No. TT 18/2026)

52. The representatives of TD and HKPF went through the captioned paper.

53. Members' comments and questions were as follows:

- (i) They suggested considering the installation of average speed enforcement cameras for zone detections along rural roads.
- (ii) They asked about the details of Works Nos. 6 and 8 regarding the provision of additional parking spaces at Wan Tau Square parking lot as set out at Annex I to the captioned paper.
- (iii) They asked about the frequency of the Police's anti-illegal road racing operations.
- (iv) They said that members of the public often reflected that drivers did not give way to pedestrians before zebra crossings, and hoped that the Police would step up enforcement actions.
- (v) They asked whether the closed-circuit televisions ("CCTVs") installed in public areas would be used for law enforcement purposes.

54. The representative of TD responded that Works No. 6 would provide two parking spaces at Wan Tau Square parking lot adjacent to Mee Wah Building, with the works scheduled to commence in the second quarter of this year, while Works No. 8 would remove some of the planters of Wan

Tau Square parking lot to release space for the provision of additional parking spaces.

55. The representative of HKPF responded as follows:

- (i) The CCTVs were used for crime detection and investigation rather than speed enforcement.
- (ii) Regarding drivers not giving way to pedestrians before zebra crossings, Members could provide the relevant locations after the meeting for follow-up action.

56. Members' comments and questions were as follows:

- (i) They suggested stepping up inspections against nighttime illegal parking along Ting Tai Road.
- (ii) They reflected that goods vehicles often used the carriageway for loading and offloading activities outside Tai Ping Industrial Park, which caused traffic congestion. They suggested that the Police and the management company of Tai Ping Industrial Park coordinate to formulate remedial measures.

57. The representative of HKPF responded that the Police would closely monitor the locations concerned and carry out law enforcement actions, as well as liaise with relevant stakeholders to alleviate the issue of using the carriageway for loading and offloading activities.

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 19/2026)

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

59. Members' comments and questions were as follows:

- (i) They asked about the situation of the 8-day trial road closure for Structure No. NS78.
- (ii) They suggested that the department provide clear road markings during road closures.
- (iii) They suggested that the department inform stakeholders regarding the arrangements in advance of road closures.
- (iv) They asked about the progress of works of Structure Nos. KF02 and KF04, as well

as whether the closure of Kwong Wang Street would delay the works schedule.

60. The representative of HyD responded as follows:

- (i) The department was currently carrying out a trial of the temporary traffic arrangements for Structure No. NS78, and would report back to Members on the design and trial results in due course.
- (ii) The progress of works of Structure Nos. KF02 and KF04 was indicated in the captioned paper. He would ask the works team to provide Members with the detailed information.

61. The Chairman asked whether any new projects for barrier-free access facilities were being implemented in the district.

62. The representative of HyD responded that currently no new projects were being implemented.

XIII. Any other business

63. Members raised other items as follows:

- (i) They suggested extending the pedestrian green time of the Kwong Fuk Road pedestrian crossing.
- (ii) They asked whether MTR feeder bus route K18 would only be reverted to its original location upon the reopening of Kwong Wang Street.

64. The Chairman said that the department must strike a balance between pedestrian green time and vehicular waiting time, and asked that the department look into the situation concerned.

65. The representative of TD responded that only KMB route 71K was permitted to call at the Kwong Fuk Shopping Centre stop at present. The department would arrange to revert bus routes and the taxi stand to their original locations upon the reopening of Kwong Wang Street.

66. Members raised other items as follows:

- (i) They thanked the coordination among the TD, HKPF and TPDO, which allowed KMB route 71K to call at the Kwong Fuk Shopping Centre stop and facilitated the provision of a temporary taxi stand.

- (ii) They suggested arranging for MTR feeder bus route K18 to call at the Kwong Fuk Shopping Centre stop during peak hours, and suggested that a site visit with the relevant departments be carried out to discuss its feasibility.
- (iii) They suggested that the department carry out maintenance on the road surface of the junction of Nam Wan Road and Tai Wo Road.
- (iv) They asked about the results of the trial schemes for the new auxiliary device and pedestrian traffic light countdown device at pedestrian crossings in the district.
- (v) They asked about the progress of the conversion of lane markers to solid-cum-broken double white lines near exit 3A of Tolo Highway.
- (vi) They suggested that the department review the road planning of the Pak Shek Kok bound section near Chak Cheung Street for traffic originating from the urban area.
- (vii) They asked about the details and planning progress of the transport facilities of MTR Pak Shek Kok Station.

67. The representative of TD responded as follows:

- (i) The department would consult the subject sections regarding pedestrian crossing facilities and road markings, and respond to Members in due course.
- (ii) The department responded on behalf of the Development Bureau and the Transport and Logistics Bureau regarding Pak Shek Kok Station and the Pak Shek Kok comprehensive development project (“Pak Shek Kok CDP”). The preliminary study for the Pak Shek Kok CDP had entered its final stage, and the main details of the development proposal had been confirmed. Private housing remained the main focus in the latest plan. The Government and the MTR Corporation Limited were liaising closely and would promulgate the overall proposal for the Pak Shek Kok CDP upon the completion of internal procedures. At that time, representatives from the relevant bureaux would attend the meeting of the TPDC and exchange views with Members on various arrangements of the project. The relevant bureaux reiterated that the goal to commission the station by 2033 or earlier remained unchanged.

68. Members raised other items as follows:

- (i) They suggested that a yellow box junction be provided at the junction of Tai Wo Road and Ting Tai Road to alleviate traffic congestion.
- (ii) They reflected that the clustering of shared bicycles near MTR Tai Po Market Station caused traffic congestion, and that there were many abandoned bicycles at the bicycle parking spot near Tai Po Centre. They hoped that the relevant

departments would take follow-up actions.

(Post-meeting note: Having received relevant referrals, the TD had immediately informed the bicycle-sharing operators to follow up on the issue, and had further advised the operators to step up daily inspections and execute immediate clearance arrangements at the said location. The department had also requested that the operators step up management and publicity efforts to remind users to park their bicycles properly after use, so as to avoid blocking the pedestrian passage and ensure that bicycle services could continue to bring convenience to nearby residents while safeguarding public safety and obstruction-free access.)

69. The Chairman said that the TPDO would carry out inter-departmental joint bicycle clearance operations with the FEHD, HKPF and TPDLO, to clear illegally parked bicycles in the district.

XIV. Date of next meeting

70. The next meeting was scheduled to be held at 2:30 p.m. on 7 May 2026.

71. There being no other business, the meeting was adjourned at 5:14 p.m.