

Minutes of the 4th Meeting in 2025
of the Traffic and Transport Committee
of Tai Po District Council

Date: 10 July 2025 (Thursday)
Time: 2:40 p.m. – 7:01 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, MH	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. CHAN Pok-chi, 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 Executive Officer (District Council) 1/ Tai Po District Office (“TPDO”) / Home Affairs Department (“HAD”)	Beginning of the meeting	End of the meeting

In Attendance

Ms. CHAN Kin-kwan	TPDC Member
Ms. LEE Siu-ping, Sonia	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
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	District Operations Officer (Chief Inspector of Police) / Tai Po Police District (“TPPD”) / Hong Kong Police Force (“HKPF”)
Mr. CHAN Man-kit	OC District Traffic Team / Traffic Wing / TPPD / HKPF
Mr. YEUNG Chun-yue	Administrative Assistant / Lands (Atg.) / District Lands Office, Tai Po (“TPDLO”) / Lands Department (“LandsD”)
Mr. NG Wing-hung	Senior Engineer / Tai Po / Drainage Services Department (“DSD”)
Mr. KWOK Chun-chai, Johnny	Assistant District Officer (Tai Po) / TPDO / HAD
Ms. HUEN Lai-yan, Sara	Senior Executive Officer (District Council) / TPDO / HAD
Mr. WONG Yu-fung	Operations Manager / AMS Public Transport Holdings Limited (“AMSPT”)
Mr. TANG Ki-chun	Senior Operations Officer / Citybus Limited (“Citybus”)
Ms. LIP Pui-lam, Rennis	Assistant Manager (Public Affairs) / Kowloon Motor Bus Company (1933) Limited (“KMB”)
Mr. LAU Sheung-man	Assistant Manager (Operations) / KMB

Opening Remarks

The Chairman welcomed participants to the 4th meeting of the Traffic and Transport Committee (“TTC”) in 2025, and announced the following:

- (i) Ms. CHAN Kin-kwan was in attendance of the meeting.
- (ii) Mr. JIM Holman, Engineer / Tai Po 1 of TD, would attend future TTC meetings in place of Mr. LEUNG Hung-hay.

I. Confirmation of the minutes of the 3rd meeting in 2025 of the TTC on 8 May 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. Drainage Services Department – Briefing on the launch of the Pilot Scheme on Wading Line System at Nam Wan Road

4. The Chairman welcomed Mr. NG Wing-hung, Senior Engineer of DSD, to attend the meeting for this agenda item.

5. The representative of DSD briefed on the captioned scheme.

6. Members' comments were as follows:

- (i) They suggested optimising the alert system so that vehicles would receive alerts in advance when approaching flooded areas, thereby reducing traffic congestion and chaos.
- (ii) They suggested adding red hazard lights near flooded areas in conjunction with Flood Monitoring Devices to remind motorists of flooding.
- (iii) They hoped that the department would solve the problem at root such as by setting up headroom warning installations for vehicles or constructing vehicular tunnels.

7. The Chairman's comments were as follows:

- (i) He suggested that consideration be given to the installation of pumps that operated automatically based on water level so as to alleviate flooding.
- (ii) The wading lines served only for warning purpose. Vehicles that failed to pass through flooded areas would still cause traffic congestion, making the wading lines largely ineffective.
- (iii) He hoped that the department would explore suitable solutions to solve the flooding problem in the district.

8. The representative of DSD responded that the Wading Line System was a pilot scheme, and the department would collect feedback from Members to enhance the scheme as necessary.

III. Proposed adjustment of the service hours of MTR feeder buses (“K-buses”)

(TPDC Paper Nos. TT 34/2025 and TT 34a/2025)

9. A Member went through the captioned paper (No. TT 34/2025).
10. The representative of TD went through the captioned paper (No. TT 34a/2025).
11. Members’ comments and questions were as follows:
 - (i) They wished to know the time needed for the department to review the bus service situation.
 - (ii) They enquired about the service situation for the first departures of bus routes K12, K14 and K17.
 - (iii) They suggested that the department review the service of the last departures at the same time to enhance the K-bus service.
12. The representative of TD responded as follows:
 - (i) The department was currently discussing relevant matters with MTR and would inform Members as soon as possible once the specific timetable was available.
 - (ii) According to the field surveys conducted by the department, the occupancy rates of the first departures of bus routes K12, K14 and K17 were 10 per cent, 25 per cent and 60 per cent respectively.
 - (iii) The department had taken note of Members’ views and would review the service arrangements for the last departures with MTR.
13. The Chairman hoped that the department would discuss with MTR to optimise the arrangements so that the public could enjoy seamless connection to MTR services, and asked the department to inform Members of the progress as soon as possible.

IV. Proposed provision of additional public transport services between Tai Po and Shenzhen Bay Port

(TPDC Paper Nos. TT 35/2025 and TT 35a/2025)

14. A Member went through the captioned paper (No. TT 35/2025).

15. The representative of TD went through the captioned paper (No. TT 35a/2025).
16. Members' comments and questions were as follows:
 - (i) They hoped that the department would provide supplementary information on the letter to the cross-boundary coach industry proposing the introduction of the captioned service.
 - (ii) They suggested introducing the captioned service to relieve the patronage of route B8.
 - (iii) They wished to know the considerations of the cross-boundary coach industry regarding the introduction of the captioned service so as to assist in coordinating a suitable solution.
 - (iv) They asked whether the Shenzhen Bay Port ("SBP") was still unable to accommodate new public transport services, and hoped that the department would actively explore feasible solutions.
 - (v) They suggested inviting bus companies to consider operating the captioned route.
 - (vi) Since SBP was a major station for travelling to other cities in Guangdong Province, it was hoped that the department would actively consider introducing the captioned service.
 - (vii) The captioned service would not only facilitate Tai Po residents to travel to Shenzhen Bay area and other cities in the Greater Bay Area, but would also further divert the passenger flow in Heung Yuen Wai Boundary Control Port ("HYW BCP"). It was hoped that the department would actively follow up.
17. The Chairman said that cross-boundary coaches and public transport services were under two different operation modes, while cross-boundary coaches were operated by private companies that needed to consider cost-effectiveness.
18. The representative of TD responded as follows:
 - (i) The department encouraged members of the public to make full use of the existing public transport services.
 - (ii) The department had written to suggest that the cross-boundary coach industry consider operating cross-boundary coach services in Tai Po, but it would depend on the commercial decision of the industry.
 - (iii) Currently, short-working departures of route B8 had been provided from Kwong Fuk Estate to HYW BCP from 9:25 a.m. to 1:05 p.m., which was believed to have accommodated the needs of most residents.

- (iv) It was hoped that the new Huanggang Control Port would make new transport service arrangements to accommodate the cross-boundary need of people from different districts.

(Post-meeting note: The TD had written to the Hong Kong Guangdong Boundary Crossing Bus Association and China Hong Kong and Macau Boundary Crossing Bus Association on 18 June this year, suggesting that cross-boundary coach operators provide cross-boundary coach services plying between Tai Po District and various cities in Guangdong Province via SBP.)

19. Members' comments were as follows:

- (i) It was suggested that the department consider introducing morning trips for route B8 from HYW BCP to Tai Po or Tai Wai to facilitate cross-boundary students and commuters.
- (ii) It was suggested that the service hours of route B8 to HYW BCP on weekdays be extended to align with the end of normal school hours.
- (iii) It was suggested that the service hours of route B8 departing from HYW BCP be extended to allow control port staff to catch the last bus to the urban area.

20. The representative of TD noted Members' views and would conduct further study.

21. The Chairman hoped that the department would actively consider Members' views and review passenger needs.

V. Proposed increase in frequency of GMB route 20S plying between Ma Wo and Tai Po Market (TPDC Paper Nos. TT 36/2025 and TT 36a/2025)

22. The Chairman welcomed Mr. WONG Yu-fung, Operations Manager of AMSPT, to attend the meeting for this agenda item.

23. A Member went through the captioned paper (No. TT 36/2025).

24. The representatives of TD and AMSPT went through the captioned paper (No. TT 36a/2025).

25. Members' comments and questions were as follows:

- (i) They hoped that the department would provide data on imported drivers so as to understand whether they could help resolve the manpower shortage problem for GMBs.

- (ii) They hoped that the relevant data would help them understand the operational situation of GMBs, and would reflect their views to the department as necessary to assist GMB companies in overcoming operational difficulties.
- (iii) They enquired about the peak hours and the number of trips provided for the captioned route.
- (iv) They suggested resuming the captioned route to its original service frequency of one trip every 12 minutes, and considering an increase in frequency based on the patronage after the intake of flats in new housing estates.

26. The representative of TD responded as follows:

- (i) It would take time for the department to compile the data on imported drivers of GMB operators and would be provided to Members in due course.
- (ii) According to the department's understanding from GMB operators, the importation of foreign drivers had helped alleviate the manpower shortage problem. However, since some drivers in certain groups of GMB routes had reached retirement age, the overall number of GMB drivers for individual New Territories ("N.T.") GMB operators had not seen any marked increase.
- (iii) The actual service frequency of the captioned route during peak hours (i.e. from 7 a.m. to 9 a.m. on weekdays) was one trip every three minutes.

(Post-meeting note: The Transport and Logistics Bureau launched the Public Light Bus (PLB) / Coach Trade Scheme in July 2023 to allow PLB trade (including GMBs) to suitably import drivers on the premise of safeguarding the employment priority for local workers. The PLB / Coach Trade Scheme aimed to alleviate the long-term driver shortage problem faced by the trade and provide a stable workforce, with a view to maintaining reliability of the public transport services. Under the current PLB / Coach Trade Scheme, the manning ratio of imported labour to full-time local labour employed by an employer should not exceed 1:2 in order to reasonably address the manpower shortage in the PLB sector while leaving sufficient vacancies for the local workforce. Major N.T. GMB operators in Tai Po also operated below this ratio. Overall, the importation of labour had addressed the manpower shortage in the PLB sector and improved the service level.)

27. The representative of AMSPT responded as follows:

- (i) AMSPT had imported nearly 30 foreign drivers over the past one and a half year, and the manpower shortage situation had been greatly improved.
- (ii) Given that the majority of local drivers had reached retirement age, it was hoped that a new round of Labour Importation Scheme for the Transport Sector would be launched in the future to replenish manpower.

- (iii) AMSPT aimed to optimise the regular frequency of route 20S, with the expectation of providing at least one trip every 12 minutes following the intake of flats in new housing estates.
- (iv) AMSPT would increase the frequency based on the patronage following the intake of flats in new housing estates to cater for the commuting needs of residents as much as possible.

28. Members' comments were as follows:

- (i) They suggested that GMB operators in the district collaborate with each other to allow passengers to interchange between different GMB routes to their destinations.
- (ii) They thanked GMB companies for intending to resume the service frequency to one trip every 12 minutes, and hoped that the increase in frequency could be arranged as soon as possible.

29. The representative of AMSPT added that an additional seven to eight GMBs would operate on route 20S during morning peak hours, and adjustments would be made depending on the patronage.

30. The Chairman asked the department and GMB operators to continue to follow up on the matter of increasing service frequency to further improve public transport services.

VI. Proposed erection of a bus shelter at the bus stop in Kwong Fuk Estate in Tai Po
(TPDC Paper Nos. TT 37/2025 and TT 37a/2025)

31. The Chairman welcomed Mr. TANG Ki-chun, Senior Operations Officer of Citybus, as well as Ms. LIP Pui-lam, Rennis, and Mr. LAU Sheung-man, Assistant Manager (Public Affairs) and Assistant Manager (Operations) of KMB respectively, to attend the meeting for this agenda item.

32. A Member went through the captioned paper (No. TT 37/2025).

33. The representatives of TD, KMB and Citybus went through the captioned paper (No. TT 37a/2025).

34. Members' comments were as follows:

- (i) Members set up a street station at the bus stop in Kwong Fuk Estate on the morning of 24 June to collect public opinions and found that the queuing instructions and arrangements at the bus and GMB stops were unclear, which could easily lead to misunderstanding among passengers.

- (ii) They suggested that the department adjust the position of the GMB stop sign as well as strengthen supervision of passenger boarding and alighting at GMB stop to ensure public safety.
- (iii) They praised KMB for clearly displaying queuing instructions for various bus routes at the shelter of the bus stops at Kwong Fuk Estate (northbound to Tai Po).
- (iv) It was suggested that Citybus erect a bus shelter and display panel at the bus stop in Kwong Fuk Estate (northbound to Tai Po).
- (v) It was hoped that the department would arrange sufficient space to facilitate waiting, boarding and alighting of GMB passengers.
- (vi) It was hoped that Citybus would actively consider the captioned suggestion and connect the bus shelter to the footbridge for passengers to take shelter from the rain.
- (vii) It was suggested that GMB operators provide markings on the ground to guide passengers in queuing.
- (viii) It was suggested that the bus bay be extended for GMBs to pick up and drop off passengers. Members invited the department or GMB operator to a site visit to understand the situation.
- (ix) The captioned suggestion could serve to enhance passengers' interchange experience and attract more passengers to use KMB bus-bus interchange discount at the captioned bus stop, thereby enhancing its usage rate.

35. The Chairman asked Citybus to consider Members' views and to erect a bus shelter for passenger use as soon as possible. He also asked the department to discuss the position of the GMB stop sign with Members and GMB operator to improve the waiting environment for passengers.

VII. Proposed extension of bus bays on the southbound and northbound of Nam Wan Road (TPDC Paper Nos. TT 38/2025 and TT 38a/2025)

36. A Member went through the captioned paper (No. TT 38/2025).

37. The representative of TD went through the captioned paper (No. TT 38a/2025).

38. Members' comments and questions were as follows:

- (i) They asked whether the new bus bay would be located behind the lift.
- (ii) They enquired about what criteria were used for assessing the transport need for the bus bay near Sun Hing Garden during peak hours.

- (iii) Buses and GMBs often failed to observe the stops at the bus bay near Sun Hing Garden, forcing passengers to board on the traffic lane, thus easily causing danger to passengers. It was hoped that the department would consider extending the bus bay.
- (iv) They suggested strengthening the queuing instructions on the GMB stop signs at the new bus bay.
- (v) They asked when the district consultation on the design of the new bus bay would be conducted.

39. The representative of TD responded as follows:

- (i) The new bus bay on the northbound would be located behind the lift.
- (ii) Based on observations by the department on the transport situation of Nam Wan Road southbound, both GMBs and buses were able to pick up and drop off passengers within the bus bay without queuing on the traffic lane for a long time. As such, the department considered that the bus bay was generally in normal operation at present.
- (iii) The department had noted that there were always GMBs and buses waiting to observe the stops on the traffic lane outside the bus bay at Nam Wan Road northbound during peak hours, and thus planned to provide an additional bus bay to meet the demand.
- (iv) The department was in the course of discussing design details with the HyD and would arrange a district consultation as soon as possible once they completed their discussion.

40. The Chairman hoped that the department would closely monitor the progress and make improvements as necessary.

VIII. Proposed discussion on the implementation details of the Shatin Bypass project
(TPDC Paper Nos. TT 39/2025 and TT 39a/2025)

41. A Member went through the captioned paper (No. TT 39/2025).

42. The representative of TD went through the captioned paper (No. TT 39a/2025).

43. The Chairman's comments and questions were as follows:

- (i) He asked whether the toll reduction of Tai Lam Tunnel (“TLT”) had led to a decrease in traffic flow on Tolo Highway (“TH”), and hoped that the department would provide relevant data.

- (ii) The traffic congestion on TH during peak hours remained serious. He hoped that the department would provide relevant data to enable Members to understand how the Shatin Bypass could help with the situation on TH.
- (iii) He suggested that the department review the traffic network from the New Territories East (“NTE”) to Kowloon East and enhance the usage of TLT so as to alleviate traffic congestion on TH.

44. The representative of TD responded that she would follow up with colleagues in the relevant section and provide information to Members in due course.

(Post-meeting note: The TD added that following the takeover of TLT by the Government on 31 May 2025 and subsequent toll reduction, the traffic flow increased as anticipated but remained smooth during morning peak hours, with an average volume to capacity ratio of about 0.9 in June 2025. Since TH was not a tollway, there was no road pricing system to provide data on daily traffic flow. Considering that it took time for motorists to adapt to the new tolls of TLT, the department planned to collect traffic flow data for TH after the summer vacation to assess the traffic condition of TLT after the toll adjustment.)

45. Members’ comments and questions were as follows:

- (i) The progress of the captioned project was slow. It was hoped that the department would re-examine the priority of the project and construct the Shatin Bypass as soon as possible to alleviate the traffic problem on TH, thereby avoiding cost increase due to prolonged construction period.
- (ii) It was suggested that the department provide the preliminary design as soon as possible for Members’ reference and suggestions.
- (iii) It was hoped that the progress could be expedited to tie in with the development of the Northern Metropolis (“NM”).
- (iv) It was suggested that an elevated diverted route connecting to Pok Yin Road be constructed on TH northbound to divert vehicles heading to Pak Shek Kok.
- (v) The development of NM and the policy of Southbound Travel for Guangdong Vehicles would bring a large number of people and vehicular flow to Hong Kong in the next 5 to 10 years. It was hoped that the department would collect more district opinions and complete the planning ahead of schedule.
- (vi) They asked whether there were plans for the provision of additional ancillary transport facilities in Tai Po District to connect with NM.

46. The Chairman said that the Shatin Bypass mainly connected the NTE to Kowloon West, making it difficult to tackle the current congestion problem in Tate’s Cairn Tunnel connecting

Kowloon East. He hoped that the department would actively study the transport network and expedite the implementation of the Shatin Bypass project to enhance transport efficiency.

IX. Proposed introduction of Smart Traffic Management System in Tai Po District to improve traffic conditions

(TPDC Paper Nos. TT 40/2025 and TT40a/2025)

47. A Member went through the captioned paper (No. TT 40/2025).
48. The representative of TD went through the captioned paper (No. TT 40a/2025).
49. Members' comments were as follows:
- (i) They suggested installing speed assessment systems on roads to step up monitoring of vehicle speeds and reduce accidents.
 - (ii) They enquired about the number of traffic detectors installed in Tai Po District.
 - (iii) They would like to know more about the operation mode of Real-time Adaptive Traffic Signal System ("RTATSS").
50. The representative of TD responded as follows:
- (i) The locations at which traffic detectors had been installed in Tai Po District included Route 9, Tai Po Road, Ting Kok Road, Tai Po Tai Wo Road, Yuen Shin Road and Sai Sha Road. The actual number would be supplemented to Members after the meeting.
 - (ii) The RTATSS used sensors to detect real-time traffic and pedestrian volume so as to optimise the allocation of green time.

(Post-meeting note: The TD added that there were currently 68 traffic detectors installed in Tai Po District.)

51. Members' comments and questions were as follows:
- (i) They suggested that the department make reference to the smart traffic system in the Mainland by using a smart system to automatically adjust traffic signals and implement traffic arrangements, rather than solely relying on disseminating data and information to the public.
 - (ii) They asked whether the RTATSS was operated manually or automatically.

- (iii) They hoped that the department would study how to transform and apply the data collected by RTATSS to the existing traffic system.

52. The Chairman said that smart traffic management required manual supervision to optimise the system, and also hoped that the department would make good use of the data collected by RTATSS.

X. Proposed installation of pedestrian traffic light countdown devices at the pedestrian crossings at On Cheung Road and On Chee Road

(TPDC Paper Nos. TT 41/2025 and TT 41a/2025)

53. A Member went through the captioned paper (No. TT 41/2025).

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

55. Members' comments and questions were as follows:

- (i) They suggested that consideration be given to the installation of diagonal crossings at the captioned junction at the same time.
- (ii) They suggested installing diagonal crossings or extending the duration of pedestrian green light signals to allow sufficient time for the elderly to cross the road.
- (iii) They enquired whether pedestrians crossing the road in the last few seconds indicated by the pedestrian traffic light countdown devices ("countdown devices") upon installation would be regarded as a violation of traffic regulations. They deemed it necessary to clarify the enforcement standards of the Police to the public.
- (iv) It was hoped that data from Tung Chung, as a pilot district, upon the installation of countdown devices would be provided for reference.
- (v) It was hoped that the department would actively consider the installation of diagonal crossings or countdown devices to ensure pedestrian safety.

56. The representative of TD responded as follows:

- (i) In assessing the suitability of diagonal crossing implementation at individual junctions, the department had to address the needs of different road users, as well as cautiously consider the traffic characteristics (including factors such as traffic flow, pedestrian flow and junction layout, etc.) of individual junctions, examine the vehicular capacity of the junctions and its impact on nearby traffic, and explore different engineering options to establish the feasibility. Currently, the duration of

the pedestrian green light at the captioned location was sufficient for pedestrians to cross the road in one direction.

- (ii) Currently, one must not start to cross if the pedestrian light showed a flashing “Green man”.

57. The Chairman asked whether the installation of diagonal crossings was not possible due to restriction from the legislation, or whether consideration had to be given to the allocation of traffic light time.

58. The representative of TD responded as follows:

- (i) The department had once conducted two trials of diagonal crossings in Shatin (at the junction of Sha Kok Street and Yat Tai Street) and Tsim Sha Tsui (at the junction of Carnarvon Road and Granville Road), and the trials had been completed.
- (ii) The department would actively assess the possibility of diagonal crossing implementation at other signalised junctions.
- (iii) In assessing the suitability of diagonal crossing implementation at individual junctions, the department would consider the needs of different road users, the traffic characteristics of individual junctions and explore different engineering options to establish the possibility.

59. The Chairman hoped that the department would actively consider Members’ views and conduct trial of diagonal crossings at the captioned location as soon as possible.

XI. Proposed provision of additional traffic lights at the junction of Tung Tsz Road and Ting Kok Road

(TPDC Paper Nos. TT 42/2025 and TT 42a/2025)

60. A Member went through the captioned paper (No. TT 42/2025).

61. The representative of TD went through the captioned paper (No. TT 42a/2025).

62. Members’ comments and questions were as follows:

- (i) They hoped that the department would consider installing additional traffic lights at the location where Ting Kok Road (Tai Po bound) turned right into Tung Tsz Road, to improve traffic safety.
- (ii) They asked about the contents covered by the traffic survey, apart from traffic flow,

pedestrian flow and allocation of traffic light time.

- (iii) They believed that the traffic situation at the captioned location could be effectively improved upon installation of additional traffic lights and supporting measures such as the enhancement of traffic signs or road markings.

63. The Chairman suggested that the department consider the provision of a roundabout as an alternative option, and compare its feasibility with that of the option for the provision of traffic lights.

64. The representative of TD responded that the traffic survey would review the traffic and pedestrian flows at the junction, the time taken for each vehicle to enter and exit Tung Tsz Road and Ting Kok Road, as well as the ease of entry and exit, etc.

65. A Member hoped that the department could provide a clear timetable for Members to know the progress of the study.

66. The Chairman asked the department to study feasible options to resolve the traffic problem at the captioned location, hoping that road users could have an equitable use of the junction for entry and exit.

XII. Suggestion for stepping up the regulation of bicycle-sharing and increasing the number of parking spaces for shared bicycles in Tai Po District
(TPDC Paper Nos. TT 43/2025 and TT 43a/2025)

67. A Member went through the captioned paper (No. TT 43/2025).

68. The representative of TD went through the captioned paper (No. TT 43a/2025).

69. Members' comments and questions were as follows:

- (i) It was suggested that additional bicycle parking spaces ("PSs") be provided at Tai Wo Bus Terminus ("BT").
- (ii) They asked whether bicycle-sharing operators ("BSOs") were unable to restrict the locking of shared bicycles at designated locations due to technical limitations.
- (iii) It was suggested that the department regulate the parking locations of shared bicycles, such that private housing estates would not have to bear the responsibility for the disposal of such bicycles.
- (iv) It was suggested that the Police step up enforcement and penalties against indiscriminate parking of shared bicycles, as well as install cameras at illegal parking

black spots, to step up regulation of illegal parking.

- (v) They suggested regulating the illegal parking of shared bicycles by virtue of the Public Health and Municipal Services (Amendment) Ordinance 2025, and imposing fines on BSOs.
- (vi) Illegally parked shared bicycles should be subject to immediate fines, instead of providing a complaint hotline for the public to lodge their complaints.
- (vii) BSOs could operate without leasing storage locations, which was unfair to operators of traditional bicycle rental service. It was hoped that the department would step up regulation to ensure fairness.
- (viii) Additional public bicycle PSs provided by the Government were being occupied by BSOs, and it was hoped that the department would come to grips with the problem.
- (ix) It was suggested that designated parking areas be provided for BSOs, and that publicity and education efforts be directed towards users to regulate their behaviour.
- (x) Private housing estates had to dispose of illegally parked shared bicycles within the estates at their own expenses. It was hoped that the department could formulate an appropriate policy to tie in with the implementation of bicycle-sharing initiatives.
- (xi) It was suggested that BSOs deduct deposits placed by users breaching regulations as penalty to regulate misdeeds.

70. The representative of TD responded as follows:

- (i) Since the promulgation of the Code of Practice for Automated Dockless Bicycle Rental Services by the TD, the operators had introduced several improvement measures, including the conspicuous display of complaint hotline on their bicycles so that the public could immediately follow up on any illegal parked rental bicycles and the staff could clear them as soon as possible. Should a parked shared bicycle be found to pose a hazard to road safety, the department would demand the BSO concerned to remove it within three hours.
- (ii) BSOs would make use of smartphone application to display the PS locations, as well as the use of “Geo-fencing” technology to indicate no-parking zones for shared bicycles to ensure proper parking by users of rental bicycles. Both BSOs had relevant penalty guidelines with clear punitive mechanisms against users parking bicycles in no-parking zones.
- (iii) Should a parked shared bicycle be found to pose a danger or obstruction to road safety, the department would demand the BSO concerned to remove it within three hours. The department would also require BSOs to remove bicycles considered or reported to constitute a nuisance within 24 hours.

- (iv) The prevailing policy already regulated the number of bicycles deployed by BSOs in areas, to avoid excessive number of shared bicycles.
- (v) The department would relay Members' comments on the provision of designated parking areas to the responsible section.

(Post-meeting note: The TD supplemented that after removal of the bicycles, BSOs should take site photos of such removal and submit to the concerned department for record purpose.

In addition, the number of bicycles deployed by SBOs in areas must not exceed the average of the maximum five numbers of daily trips in the last 30 consecutive calendar days, to avoid excessive number of shared bicycles. Operators could get to know the rental situation of shared bicycles through the smartphone application to make appropriate service arrangements, thereby limiting the number of bicycles deployed on public streets and in areas.)

71. The Chairman hoped that the department would assist in conveying Members' comments, with the expectation that BSOs could be effectively monitored.

XIII. Concerns over the issue of cycling and the use of electric mobility devices on pavements in Tai Po District

(TPDC Paper Nos. TT 44a/2025, TT 44b/2025 and TT 44c/2025)

72. Members went through the captioned papers (Nos. TT 44a/2025 and TT 44b/2025).

73. The representative of HKPF went through the captioned paper (No. TT 44c/2025).

74. Members' comments and questions were as follows:

- (i) It was suggested that enforcement actions against users of electric mobility devices ("EMDs") be strengthened in the area of Sun Hing Garden towards Fu Shin BT.
- (ii) They asked about the result of the pilot trial for EMDs.
- (iii) They asked whether the department would establish a licensing regime to regulate EMDs.
- (iv) It was suggested that the Police streamline prosecution procedures to save resources.
- (v) They asked about the prevailing fines for illegal use of EMDs, and suggested that harsher penalties be imposed to enhance the deterrent effect.

75. The representative of TD responded that, to ensure effective regulation of the use of EMDs, the drafting work for legislative amendments was currently underway, and the department would submit proposed amendments to the Legislative Council in due course.

76. The representative of HKPF responded as follows:

- (i) The Police would step up enforcement efforts in the area of Sun Hing Garden towards Fu Shin BT.
- (ii) Following the arrest of an EMD user, the Police would arrange for the device involved to be sent for inspection. Upon confirmation that it was an EMD, prosecution action would be initiated against the user within six months.
- (iii) As it took time to undergo the handling procedures and inspection, the prosecution process was relatively time-consuming.
- (iv) The prevailing penalty for illegal use of EMDs varied from case to case, including a fine of \$5,000 or a community service order of 120 hours.

77. Members' comments and questions were as follows:

- (i) There were people always using EMDs on footpaths at locations such as between Wan Tau Tong Estate and Tai Po Complex, near Underbridge 23 at Pan Chung Village, Kam Wo Bridge and Tai Wo Bridge, etc., and it was suggested that the Police step up enforcement.
- (ii) It was suggested that the Police step up publicity efforts to remind the public about the safety issues of EMDs.
- (iii) They asked about the time required for completion of the legislative amendments on EMDs as well as how the users would be regulated
- (iv) It was suggested that railings be installed along the path near the exit of Underbridge 23 at Pan Chung Village to prevent cyclists from riding directly onto the road.

78. The Chairman hoped that the departments concerned would step up enforcement and regulation of EMDs to ensure pedestrians' safety and reduce potential traffic or fire safety hazards.

XIV. Proposed widening of footpath to connect Tai Mei Tuk Barbecue Area, parking lot and Tai Po Lung Mei Beach

(TPDC Paper Nos. TT 45/2025 and TT 45a/2025)

79. A Member went through the captioned paper (No. TT 45/2025).

80. The representative of TD went through the captioned paper (No. TT 45a/2025).

81. A Member hoped that the department would actively consider the provision of a suspended boardwalk to facilitate access to Tai Po Lung Mei Beach.

82. The Chairman suggested the construction of an additional footpath next to Tai Po Lung Mei Beach to connect Tai Mei Tuk Carpark and Tai Po Lung Mei Beach.

83. The Chairman asked whether there were alternative means to facilitate the public to travel from Tai Mei Tuk Carpark to Tai Po Lung Mei Beach.

84. The representative of CEDD responded that the construction of a boardwalk depended on whether there were any works projects in the vicinity.

(Post-meeting note: The CEDD stated that the entire project scope under the funding of Public Works Programme Project No. 5258RS, “Development of a Bathing Beach at Lung Mei, Tai Po” had been fully completed. The completed bathing beach had also been handed over to the relevant department for management and had been open for public use since June 2021. As such, the department did not have the conditions to assist the TD in following up on the suggestion of improving the footpath under the project.)

85. Members’ comments and questions were as follows:

- (i) They suggested using the District Minor Works Programme for the construction of additional footpaths to connect to the bathing beach.
- (ii) They asked whether the CEDD had considered the provision of peripheral ancillary facilities at footpaths when constructing Tai Po Lung Mei Beach.
- (iii) They suggested that the captioned suggestion be referred to the District Facilities and Works Committee for follow-up.

86. The Chairman said that the captioned suggestion would continue to be discussed at the next meeting.

XV. Proposed increase in the number of parking spaces in parking lot at Tai Po Lung Mei Beach
(TPDC Paper Nos. TT 46/2025, TT 46a/2025 and TT 46b/2025)

87. A Member went through the captioned paper (No. TT 46/2025).

88. The Chairman referred Members to the captioned paper (No. TT 46a/2025), which was a written reply by the LCSD.

89. The representative of TD went through the captioned paper (No. TT 46b/2025).
90. Members' comments were as follows:
- (i) It was suggested that traffic light signals be replaced by a give-way line at the egress point of the parking lot to avoid traffic flow restriction.
 - (ii) It was suggested that the egress point of the parking lot be located at the rear of the parking lot to minimise restriction on traffic flow caused by parking barriers or traffic lights.
91. The Chairman asked the department to first look into and optimise the ingress/egress point design to enhance the smoothness and ease of entry and exit, then deal with the issue of increasing the number of PSs, as well as to maintain communication with Members and report progress in due course.

XVI. Proposed retrofitting of lifts at the pedestrian subway (NS83) at Kwong Fuk Estate in the direction of Plover Cove Garden

(TPDC Paper Nos. TT 47/2025 and TT 47a/2025)

92. A Member went through the captioned paper (No. TT 47/2025).
93. The representative of HyD went through the captioned paper (No. TT 47a/2025).
94. Members' comments were as follows:
- (i) They thanked the department for the retrofitting of two additional lifts at Kwong Fuk Estate near Kwong Chi House.
 - (ii) They hoped that the department would confirm whether the works for the captioned proposal would be carried out in 2026-27.
95. The Chairman's comments and questions were as follows:
- (i) He asked whether consideration would be given to the captioned proposal upon completion of projects under the existing Universal Accessibility ("UA") Programme.
 - (ii) He asked when the existing works projects would be completed.
96. The representative of HyD responded that the progress of the works projects for the provision of additional barrier-free access facilities could be referred to TPDC Paper No. TT 51/2025.

97. The Chairman expressed his hope that the works progress could be expedited and that consideration would be given to the inclusion of the captioned proposal into the UA Programme.

(Post-meeting note: At this stage, the HyD was pressing ahead with items under the UA Programme to ensure that they would be completed in phases as planned for the benefit and convenience of the public. In addition, the department had duly recorded the proposal on file and would conduct a technical feasibility study on the retrofitting of lifts at the pedestrian walkway in due course. Upon confirmation of feasibility and consideration of available resources and feedback from stakeholders, the implementation timelines for the public works projects would be determined based on their priority with reference to their urgency and significance.)

XVII. Proposed rectification of the problem of uneven ground surfaces on footbridges and pavements in Tai Po District

(TPDC Paper Nos. TT 48a/2025, TT 48b/2025 and TT 48c/2025)

98. Members went through the captioned papers (Nos. TT 48a/2025 and TT 48b/2025).

99. The representative of HyD went through the captioned paper (No. TT 48c/2025).

100. Members' comments and questions were as follows:

- (i) They thanked the department for handling the captioned issue immediately, and asked about the time required by the department for the repair works, as well as whether road closure was necessary.
- (ii) There were still loose and uneven pavers on the pavement of On Cheung Road near the taxi stand. They hoped that the department would look into suitable handling options.

101. The Chairman asked about the material used as filler.

102. The representative of HyD responded as follows:

- (i) The department would make use of flexible materials that matched the structural design of the footbridge as filler.
- (ii) A report would be made to relevant Members upon completion of the footbridge repair works.
- (iii) The department had immediately repaired the ground surface concerned upon receipt of the report. As pavers at the said location were loosened by the growth of tree

roots, the department had contacted the Tree Team of LCSD to discuss suitable handling options.

103. Members' comments and questions were as follows:

- (i) It was suggested that the health condition of trees be checked, and in cases where there was risk of collapse or health problems, consideration be given to removal of trees and re-planning of the location of planters.
- (ii) They asked about the progress of the rectification works of the uneven ground surface at a section of Sai Sha Road.

(Post-meeting note: The HyD contacted the relevant Members on 14 July 2025 to explain the latest progress of the rectification works and resurfacing of Sai Sha Road.)

104. The Chairman suggested that the LCSD inspect to see whether the trees were suitable for continued planting or other tree species be planted instead. He also asked the department to convey Members' comments to the relevant sections.

XVIII. Matters arising from minutes of the 3rd meeting of TTC on 8 May 2025 – Proposed installation of speed enforcement cameras on Tolo Highway
(TPDC Paper Nos. TT 49a/2025 and TT 49b/2025)

105. The representatives of HKPF and TD went through the captioned papers (Nos. TT 49a/2025 and TT 49b/2025) respectively.

106. A Member suggested that a smart system be installed on public transport modes to monitor the driving behaviour of drivers.

107. The Chairman asked the Police to enhance cooperation with the department to improve the driving safety on TH.

XIX. 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 50/2025)

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

109. Members' comments and questions were as follows:

- (i) The illegal parking situation next to the cautionary crossing at Fu Shin Estate near Shin Mei House was serious, in particular, with the illegal parking of large coaches which blocked the sightlines of pedestrians and posed a danger.
- (ii) There were frequent loading and unloading of goods from lorries at Fu Shin Estate in the early hours and caused noise nuisance. It was hoped that the Police would follow up on this.
- (iii) They suggested that the planters at the Wan Tau Square parking lot be removed for the provision of additional PSs, and hoped that the relevant departments and Members would conduct a site visit to look into the feasibility of the suggestion.
- (iv) They suggested that additional motorcycle PSs be provided near Tai Yuen Estate, and hoped that the relevant departments and Members would conduct a site visit to know more about the situation.
- (v) It was hoped that PSs in the district could be increased progressively to meet demand.
- (vi) They would like to know about how the Police conducted vehicle inspections, and stated that illegal motor racing activities were frequent at Ting Kok Road during holidays.
- (vii) They hoped that the department would consider the provision of additional PSs at the On Pong Road community health centre building, and reserve PSs for public use.
- (viii) They asked about the ratio of PSs for private cars, light goods vehicles and large vehicles at the Football-cum-Rugby Pitch with Public Vehicle Park in Area 33, Tai Po.
- (ix) They hoped that the department would properly allocate PSs in the district to facilitate public use.
- (x) Residents of Grand Promenade had reflected that the noise from MTR trains had aggravated, and it was suggested that MTR inspect the condition of the tracks and carry out maintenance.

(Post-meeting note: The TD stated that the Football-cum-Rugby Pitch with Public Vehicle Park project in Area 33, Tai Po would provide around 400 PSs, with large commercial vehicles and private cars taking around half each. The department would continue to review the parking needs in the surrounding area and adjust the number of PSs as necessary, as well as maximise cost-effectiveness through the design.)

110. The representative of TD responded as follows:

- (i) Should additional PSs be needed in public housing estates, the department might discuss its feasibility with the HD.
- (ii) The department would conduct a site visit to Wan Tau Square parking lot with Members to discuss feasible options.

111. The representative of HKPF responded that 22 vehicles were towed immediately to the vehicle examination centre during 13 operations against illegal motor racing mounted by the Police.

XX. 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 51/2025)

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

113. The Chairman said that the majority of projects for retrofitting of barrier-free access facilities had been completed, and the few remaining projects had also commenced. He hoped that the department would consider incorporating the proposed retrofitting of lifts at the pedestrian subway (NS83) at Kwong Fuk Estate in the direction of Plover Cove Garden into the programme.

XXI. Any other business

114. Members raised other items as follows:

- (i) They suggested making use of the hard shoulder along TH for the construction of an elevated road on the trunk road, thereby providing an additional lane to relieve the pressure on the trunk road and alleviate the problem of persistent congestion along Kwong Fuk Road. It was hoped that the department would assist in conveying the comments.
- (ii) They hoped that the department would respect public opinion when conducting district consultation on the issue of fare increase for GMB route 806 series, and make efforts to negotiate a suitable option with the GMB operator.
- (iii) It was suggested that the service frequency of KMB route 82D be progressively expanded to facilitate residents of Pak Shek Kok to travel to MTR stations or other public transport interchanges.
- (iv) They hoped that the department would review the district consultation procedures to ensure that members of the public received clear replies to their opinions.

- (v) They suggested the provision of additional short working trips for KMB route 72K during morning peak hours to divert passengers.
- (vi) It was suggested that the service frequency of KMB routes 271B, 74 and 907C be brought forward to 6:30 a.m., and that the frequency be increased to relieve the load on route 72K.
- (vii) It was suggested that yellow bar markings be painted on the carriageways near the roundabout at Ng Tung Chai to remind motorists to slow down and minimise traffic accidents.
- (viii) It was suggested that the department consider allowing the bus companies to apply for the operation of a route plying between Alice Ho Miu Ling Nethersole Hospital in Tai Po and Prince of Wales Hospital in Sha Tin.
- (ix) It was suggested that MTR feeder bus route K17 and KMB route 72K provide additional trips during peak hours to divert passengers.
- (x) It was suggested that the bus companies step up publicity of interchange concessions to provide residents of Fu Tip Estate with more route choices.
- (xi) It was suggested that consideration be given to extending GMB route 20A to Fu Tip Estate, such that residents therein could travel to MTR Tai Po Market Station directly.
- (xii) They asked about the result of the Bus Route Planning Programme this year, and hoped to focus on discussing the route enhancement schemes.

115. The Chairman understood that Members were deeply concerned about the Pak Shek Kok Station of MTR East Rail Line development project, and would like to invite the relevant departments to attend the next TPDC meeting to report on the progress of the project.

XXII. Date of next meeting

116. The date of the next meeting was to be confirmed.

(Post-meeting note: The next meeting was rescheduled to be held at 9:30 a.m. on 23 September 2025 (Tuesday)).

117. There being no other business, the meeting was adjourned at 7:01 p.m.