

Minutes of the 5th Meeting in 2025
of the Traffic and Transport Committee
of Tai Po District Council

Date: 23 September 2025 (Tuesday)
Time: 9:30 a.m. – 12:32 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. 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. CHAN Man-kit	OC District Traffic Team / Traffic Wing / TPPD / HKPF
Mr. CHEUNG Chi-hing	Administrative Assistant / Lands / District Lands Office, Tai Po (“TPDLO”) / Lands Department (“LandsD”)
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. CHAN Lok-hin, Thomas	Assistant Corporate Communications 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
Mr. LAI Sheung-him, Leon	Officer (Operations Support) / KMB

Opening Remarks

The Chairman welcomed participants to the 5th meeting of the Traffic and Transport Committee (“TTC”) in 2025, and announced the following:

- (i) Mr. CHEUNG Chi-hing, Administrative Assistant / Lands of TPDLO would attend future meetings in place of Mr. YEUNG Chun-yue.
- (ii) Mr. CHAN Lok-hin, Thomas of Citybus was in attendance of the meeting.

I. Confirmation of the minutes of the 4th meeting in 2025 of the TTC on 10 July 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. Follow-up on the progress of the introduction of KMB route 264X
(TPDC Paper Nos. TT 52a/2025, TT 52b/2025 and TT 52c/2025)

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

5. Members went through the captioned papers (Nos. TT 52a/2025 and TT 52b/2025).

6. The representative of TD went through the captioned paper (No. TT 52c/2025).

7. A Member considered that the introduction of the captioned route would help relieve the pressure on the service capacity of route 64K, and would like to know about the KMB's plan for the captioned route.

8. The representative of KMB responded as follows:

(i) He thanked Members for their concern and support on the introduction of the captioned route. KMB was currently studying how to use the existing resources for the introduction of the route.

(ii) KMB believed that the introduction of the captioned route could divert the patronage from route 64K, and was currently reviewing the use of resources as well as discussing the route details with the department, with the expectation of implementing the route in the fourth quarter of 2025.

9. Members' comments were as follows:

(i) It was suggested that the KMB observe the change in patronage after the introduction of the captioned route to assess whether it was necessary to adjust the service frequency of route 64K.

(ii) It was hoped that the captioned route could be introduced in the fourth quarter of 2025, while ensuring that the service frequency of route 64K was sufficient to meet the existing passenger demand.

(iii) It was suggested that the KMB closely monitor the operation of the route and collect data to adjust service frequency accordingly.

10. The Chairman said that Members agreed with the expeditious introduction of the captioned route, and believed that it could relieve the patronage of route 64K. It was hoped that KMB would collect relevant data after the introduction of the route and review the service frequency of route 64K to optimise the use of resources.

11. Members' comments were as follows:

- (i) It was suggested that the service hours of the captioned route match the passenger demand during morning peak hours.
- (ii) It was suggested that route 64K be split into short-haul routes to attract more passengers to interchange to the MTR West Rail Line.

12. The Chairman hoped that the department and KMB would explore ways to make best use of the resources of route 64K so as to strengthen short-haul route service along Lam Kam Road.

13. The representative of KMB responded as follows:

- (i) On the premise of not affecting existing passengers of route 64K, KMB would review existing available resources and introduce a short-haul route connecting Tai Po to the areas of Yuen Long and Tin Shui Wai.
- (ii) The captioned route aimed to provide express service plying between Tai Po and Yuen Long and Tin Shui Wai to relieve the service capacity of route 64K.
- (iii) KMB was aware of the increase in population along Lam Kam Road, and would explore suitable options to meet passenger demand.
- (iv) An application was being made for using 12.8-metre-long buses to operate on route 64K to increase service capacity.
- (v) KMB would communicate closely with the department to improve the planning of the 64K series routes, thereby optimising overall bus services from Yuen Long to Tai Po.

14. The Chairman hoped that KMB and the department would explore ways to optimise the 64K series routes, thereby providing faster bus services for residents along Lam Kam Road.

III. Proposed increase in frequency and extension of service hours for KMB routes 74 and 271A (TPDC Paper Nos. TT 53/2025 and TT 53a/2025)

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

16. The representative of TD went through the captioned paper (No. TT 53a/2025).
17. Members' comments were as follows:
 - (i) Members had conducted a survey on the travelling patterns of Fu Tip Estate residents, and the results showed that nearly half of the residents commute to work between 6 a.m. and 7:30 a.m., with 7 a.m. to 7:30 a.m. being the peak period.
 - (ii) It was suggested that the service frequency be adjusted to match residents' travelling needs.
 - (iii) The service capacity of route 72K was close to saturation, and it was believed that providing earlier trips of route 271A would help relieve the pressure on the service capacity of route 72K.
 - (iv) It was suggested that a meeting on public transport services for Fu Tip Estate be convened among relevant stakeholders such as the TD, KMB, green minibus ("GMB") operators and resident representatives.
 - (v) GMB route 24 could not stop at MTR Tai Po Market Station ("TPM Station"), which caused inconvenience to passengers.
 - (vi) It was suggested that the department put the operating rights of GMB route 24 out to open tender to improve service quality.
 - (vii) It was suggested that the service route of route 72K be optimised to relieve the pressure on the traffic during morning peak hours in the district.
 - (viii) It was hoped that the department would follow up on the cancellation of fare concession for students by the operator of GMB route 24.
18. The Chairman suggested that the department consider the provision of an additional stop on Wan Tau Street near Tai Po Complex to facilitate passenger access to TPM Station.
19. The representative of TD said that one of the conditions for the grant of licence to the operator of GMB route 24 was to provide a fare concession for students for at least one year.
20. The Chairman hoped that the department would enhance communication with the GMB operator to improve the service of GMB route 24, and consider Members' suggestion on the optimisation of route 72K.

IV. Proposed widening of the designated waiting area for wheelchair users at the head of the queue for route 72X at Fu Tip Estate Bus Terminus

(TPDC Paper Nos. TT 54/2025 and TT 54a/2025)

21. A Member went through the captioned paper (No. TT 54/2025).
22. The representative of TD went through the captioned paper (No. TT 54a/2025).
23. The Chairman wished to see improvements in the designated waiting area as soon as possible.

V. Proposed provision of a bus-bus interchange on Fanling Highway northbound

(TPDC Paper Nos. TT 55/2025 and TT 55a/2025)

24. A Member went through the captioned paper (No. TT 55/2025).
25. The representative of TD went through the captioned paper (No. TT 55a/2025).
26. Members hoped that the department would consider the provision of a bus-bus interchange (“BBI”) to dovetail with the housing developments in the Northern Metropolis and rural areas of Tai Po.
27. The Chairman expressed the expectation that the Development Bureau (“DEVB”) would consider the provision of a northbound BBI at Pak Shek Kok Station on the East Rail Line during its planning, to facilitate public access to various districts.

VI. Proposed optimisation of station names of boundary control points for easy identification by visitors

(TPDC Paper Nos. TT 56/2025 and TT 56a/2025)

28. A Member went through the captioned paper (No. TT 56/2025).
29. The representative of TD went through the captioned paper (No. TT 56a/2025).
30. The representative of Citybus responded as follows:
 - (i) Starting from 22 September 2025, the first departure time of route B8 would be brought forward. The name of the terminus of routes on the bus route map had

also been updated to “Heung Yuen Wai (Liantang) Boundary Control Point (“BCP”)”.

- (ii) Citybus would display “Liantang BCP” instead of “Heung Yuen Wai BCP” on the electronic bus route display panels on a trial basis, to provide travellers with clearer information.

31. Members’ comments were as follows:

- (i) They thanked the department and Citybus for upgrading route B8 to a whole-day service.
- (ii) It was hoped that the department could expedite the introduction of a spoke route for route B8 operating from Shap Sze Heung and Sai Kung North to Liantang BCP.
- (iii) It was suggested that the department consider operating a trial run of a new route covering the areas of Tai Po North, Pak Shek Kok and Shap Sze Heung to satisfy the travelling needs of residents.

32. The Chairman suggested that the new route be put on trial run during holidays to collect patronage data and feedback from passengers.

33. Members’ comments were as follows:

- (i) It was suggested that the department consider optimising the arrangements for route B8 stops to alleviate traffic congestion within the district.
- (ii) It was suggested that route B8 be split to serve residents of Tai Po North and Sai Kung North separately to increase service capacity and coverage.
- (iii) It was suggested that the operation of route B8 be observed after its implementation of whole-day service to assess whether there was a need to split the route or provide additional special departures of short-haul trips.

34. The Chairman requested the department and Citybus to consider Members’ comments, with the expectation that a spoke route service for route B8 would be provided.

VII. Proposed optimisation of the pedestrian crossing facilities at Lam Kam Road (section between Ping Long and Tai Om)

(TPDC Paper Nos. TT 57/2025 and TT 57a/2025)

35. A Member went through the captioned paper (No. TT 57/2025) and supplemented as follows:

- (i) There was a serious speeding problem at Lam Kam Road, and it was suggested that average speed cameras for zone detections be used on a trial basis at the relevant road sections.
- (ii) It was suggested that smart lampposts be used to monitor vehicle speed.

36. The representative of TD went through the captioned paper (No. TT 57a/2025), and supplemented that speed enforcement cameras (“SECs”) had been installed at Lam Kam Road near Lam Tsuen Wishing Square. The department had noted Members’ request to install additional SECs at other locations along Lam Kam Road.

37. The Chairman suggested that the Police consider the trial use of drones to assist in enforcement at Lam Kam Road and Ting Kok Road.

38. The representative of HKPF noted Members’ comments, and would advise the Traffic Branch Headquarters to consider the use of drones for enforcement at the relevant road sections.

VIII. Proposed expeditious implementation of the expansion of Tai Po Road – Yuen Chau Tsai (Kwong Fuk roundabout)

(TPDC Paper Nos. TT 58/2025 and TT 58a/2025)

39. A Member went through the captioned paper (No. TT 58/2025).

40. The representative of TD went through the captioned paper (No. TT 58a/2025).

41. A Member asked about the commencement date of the works.

42. The representative of HyD responded as follows:

- (i) The department was currently arranging for the contractor to carry out trial hole excavation to ascertain the position of underground utilities, and would later study design plans and details of the works with the TD.
- (ii) The department would provide an estimated commencement date of the works once the final plan was confirmed.

43. Members’ comments were as follows:

- (i) It was suggested that the department consider granting permission for the contractor to carry out works during weekends to expedite the progress.

- (ii) It was suggested that an additional lane be provided at Kwong Fuk roundabout near the LPG filling station (“filling station”).
- (iii) It was suggested that the relevant departments look into the use of pavement space for the provision of an additional lane.
- (iv) It was suggested that the department optimise the design of Kwong Fuk Estate Bus Stops (northbound towards Tai Po) to reduce traffic accidents caused by buses changing lanes.
- (v) It was hoped that the problem of traffic congestion from Kwong Fuk Estate towards Kowloon could be alleviated upon completion of the expansion of Kwong Fuk roundabout.
- (vi) It was suggested that the department consider relocating the filling station to another suitable location to vacate space for the construction of a transport interchange.
- (vii) A Member opined that setting the filling station at a main ingress point to Tai Po District had worsened the situation of traffic congestion in the district.
- (viii) It was suggested that the filling station be converted into a cross-border coach terminus for coaches to travel to Fanling Highway or Tolo Highway via Kwong Fuk roundabout.
- (ix) It was suggested that the department consider optimising the design of lanes to address the problem of illegal lane changes.
- (x) It was suggested that the department consider the conversion of the filling station into a BBI, as well as the rationalisation of bus routes within the district.

44. The Chairman’s comments were as follows:

- (i) Widening the existing pavement space to create a lane for taxis to queue for entry into the filling station would be a more feasible approach, and he hoped that the department would consider this in detail.
- (ii) With the ongoing progressive replacement of taxis with electric vehicles, it was anticipated that the situation of taxis having to wait for entry into the filling station for refueling would improve in the future.

IX. Proposed provision of additional metered parking spaces at Wan Tau Square
(TPDC Paper Nos. TT 59/2025 and TT 59a/2025)

45. A Member went through the captioned paper (No. TT 59/2025).

46. The representative of TD went through the captioned paper (No. TT 59a/2025).
47. The Chairman asked whether the planter in the middle would be removed to make space for two additional metered parking spaces (“PSs”).
48. The representative of TD responded as follows:
- (i) The department had two research proposals. The first one was to relocate the entire row of PSs following removal of the entire planter. However, preliminary estimates indicated that this proposal was less cost-effective, and was therefore not recommended.
 - (ii) The second proposal was to remove the semi-circular part of the planter to provide additional PSs. Preliminary estimates suggested that 3 PSs for private cars and 5 PSs for motorcycles could be added, with the actual numbers subject to adjustment based on site circumstances.
 - (iii) As the second proposal offered greater cost-effectiveness, its feasibility was currently being studied with relevant departments.
49. Members’ comments and questions were as follows:
- (i) They asked the department for the statistics on PSs in the vicinity.
 - (ii) They asked for the anticipated completion time for the works.
 - (iii) They would like to know about the reasons for the lower cost-effectiveness of the first proposal, and said that the addition of only 3 PSs for private cars could not meet the parking demand.
 - (iv) As fallen fruits of Candlenut Trees planted in the planter would cause dents to the body or scratches to the surface of vehicles, it was suggested that the trees be removed to provide additional PSs.
 - (v) They suggested that the department study the provision of additional PSs in the metered parking lots at Wan Tau Square and Kwong Fuk Square.
50. The representative of TD responded as follows:
- (i) Statistics on the PSs would be supplemented after the meeting.
 - (ii) As the works plan involved the transplanting or removal of trees, it would take time to consult relevant departments and the public. The department would arrange a feasibility study as soon as possible, and a public consultation would be arranged upon its completion.

(Post-meeting note: There were at present a total of 77 metered PSs at Wan Tau Square and Wan Tau Street for any vehicles (excluding medium and heavy goods vehicles, buses, coaches, motorcycles and bicycles), and 8 metered PSs for goods vehicles.)

51. The Chairman requested the department to examine the feasibility of providing more PSs.

X. Stepping up the implementation of the development of Pak Shek Kok Station on MTR East Rail Line and providing an update on the latest progress

(TPDC Paper Nos. TT 60/2025 and TT 60a/2025)

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

53. The Chairman referred Members to the captioned paper (No. TT 60a/2025), which was a written reply from the DEVB.

54. A Member hoped that the bureau would provide further information on the planning of Pak Shek Kok Station, with the expectation that the bureau would release the relevant information in the third quarter of 2025 as promised.

55. The Chairman said that once the bureau had made known the relevant progress, arrangements would be made for Members to exchange views with the bureau as soon as possible. He also understood that Members were deeply concerned about the planning and development of Pak Shek Kok Station, and expressed the expectation that the bureau would give an account of the progress of specific kind as soon as possible.

XI. Suggestion for expediting the re-painting of the carriageway division lines on Tolo Highway

(TPDC Paper Nos. TT 61/2025 and TT 61a/2025)

56. A Member went through the captioned paper (No. TT 61/2025).

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

58. Members' comments were as follows:

- (i) It was suggested that the department use more vibrant colours for division lines to increase visibility.
- (ii) It was suggested that the department inspect and repair the subsidence of road

surface and gratings at Tolo Highway near the racecourse.

59. The representative of HyD responded as follows:

- (i) He noted Members' comments, and the department would handle the subsidence of road surface or associated gratings during its cyclical lane closures on an expressway.
- (ii) Road markings on general roads had established standards, and the materials used were reflective. The department would carry out repairs and maintenance according to these standards.

60. The Chairman requested the department to assist in following up on the matter.

XII. Proposed pruning of trees along Tai Po Tai Wo Road to ensure road safety

(TPDC Paper Nos. TT 62/2025 and TT 62a/2025)

61. A Member went through the captioned paper (No. TT 62/2025).

62. The representative of HyD went through the captioned paper (No. TT 62a/2025).

XIII. Enquiry on matters arising from the conversion to one-way traffic of and illegal parking at On Pong Road

(TPDC Paper Nos. TT 63/2025, TT 63a/2025 and TT 63b/2025)

63. A Member went through the captioned paper (No. TT 63/2025).

64. The representatives of HyD and HKPF went through the captioned papers (Nos. TT 63a/2025 and TT 63b/2025).

65. Members' comments were as follows:

- (i) It was suggested that additional road markings be provided at the pedestrian crossings on On Pong Road to remind pedestrians to pay attention to oncoming vehicles.
- (ii) It was suggested that the Police focus on taking enforcement actions against illegal parking during morning peak hours.
- (iii) It was suggested that the department coordinate with the management companies

of malls on vehicle queuing arrangements in the car parks.

- (iv) It was suggested that the Police step up enforcement efforts during the works to maintain smooth traffic flow.
- (v) It was suggested that the relevant departments review the concession measures offered by car parks with the management companies of malls.

66. The representative of HyD responded that road markings had presently been provided at the pedestrian crossings according to the approved temporary traffic arrangements, and the department would review the road markings or signboards provided at the relevant location with the contractor and relevant departments to further remind pedestrians.

XIV. Matters arising from minutes of the 4th meeting of TTC on 10 July 2025 – 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)

67. The Chairman referred Members to the captioned papers (Nos. TT 45/2025 and TT 45a/2025).

68. Members' comments and questions were as follows:

- (i) Given the high usage rate of the captioned footpath and the holding of many events at Tai Po Lung Mei Beach ("TPLM Beach") in the future, it was hoped that the department would actively consider widening the footpath.
- (ii) As the TPDO would hold a beach festival at TPLM Beach in December, they suggested that the department conduct a site visit there by then.
- (iii) At present, pedestrians had to cross two pedestrian crossings to reach TPLM Beach from Tai Mei Tuk Carpark. It was hoped that the department would actively study feasible options for pedestrians to safely reach TPLM Beach.
- (iv) They asked whether the department was unable to carry out the works due to technical difficulties.

69. The representative of TD responded that the gap between the crash barriers and the retaining wall along Ting Kok Road near TPLM Beach was not a footpath. Should the works be carried out on the retaining wall, its structural integrity might be affected. As such, it took time to study the feasibility of the works.

70. The Chairman's comments were as follows:

- (i) The existing arrangement requiring pedestrians to take a roundabout route to TPLM Beach was unreasonable, and he hoped that the department would conduct a study in this regard.
- (ii) He suggested looking into the approach of inserting additional concrete columns to widen the footpath, so as to avoid restrictions under the Foreshore and Sea-bed (Reclamations) Ordinance.
- (iii) He hoped that the departments would work together to actively study feasible options to provide pedestrians with a safe crossing environment.

71. Members' comments were as follows:

- (i) They said that they could help secure resources to take the works project forward.
- (ii) They suggested that the department be invited to a site visit during the Beach Festival event so as to have a grasp of the crowd flow and safety condition.

72. The Chairman suggested that the representatives of the TD and HyD be invited to a site visit with Members prior to the next meeting to explore feasible options.

(Post-meeting note: The TD and HyD conducted a site visit with Members on 21 October. The department would carry out research with relevant departments on Members' proposals and continue discussion at the next meeting.)

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 64/2025)

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

74. Members' comments and questions were as follows:

- (i) They had recently received reports from residents of Pak Shek Kok that the noise problem along the waterfront cycling promenade was serious at night, with cyclists often using loudspeakers to play music. They hoped that the Police would step up law enforcement.
- (ii) There was a downward trend in the number of fixed penalty notices issued by the Police, showing that education work on traffic offences was proved effective.
- (iii) It was suggested that additional PSs for motorcycles be provided at the footpath of

Po Wu Lane near Wong Siu Ching Family Medicine Centre, as well as the footpath between Tai Po Tung Cheong Street Leisure Building and Sung Tak Wong Kin Sheung Memorial School.

- (iv) It was hoped that the department would consult Members when identifying locations for the provision of additional PSs to ensure that the selected sites were suitable.

75. The representative of HKPF noted Members' comments and would deploy more colleagues to Pak Shek Kok for enforcement.

76. The representative of TD responded that the department would assess the suitability of Members' proposed locations for the provision of additional PSs for motorcycles, as well as consult the public and Members on the suggestion to provide additional PSs.

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 65/2025)

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

78. Members noted the above report.

XVII. Any other business

79. Members raised other items as follows:

- (i) It was hoped that the department would follow up on the issue of excessive waiting times for MTR feeder bus route K17 during peak hours.
- (ii) It was hoped that the department could provide a route modification plan for KMB route 71K.
- (iii) It was suggested that the department review the sensitivity of sensors at the signalised junction of Kwun Hang Village and Che Ha Village so as to ensure that motorcycles could trigger signal changes.
- (iv) It was suggested that the department adjust the location of the footpath leading from Sai Sha Road to Kwun Hang Village to avoid erroneous triggering of sensors for other traffic signals.

- (v) It was suggested that the density of the inductive loops of traffic signals be increased to heighten sensitivity.
- (vi) It was suggested that the department proactively inspect road surface conditions within the district after typhoons and expedite the repair of potholes, such as those on Nam Wan Road, Kwong Fuk Road and Wan Tau Street.
- (vii) It was suggested that the department install a display panel beneath the railway bridge at Nam Wan Road to display flood warnings or real-time road conditions.
- (viii) It was suggested that the department adjust the location of the ingress/egress point of the parking lot at TPLM Beach to facilitate the entry and exit of vehicles.

XVIII. Date of next meeting

80. The next meeting was scheduled to be held at 2:30 p.m. on 6 November 2025 (Thursday).

81. There being no other business, the meeting was adjourned at 12:32 p.m.

Tai Po District Council Secretariat
October 2025