

**Minutes of the 6th Meeting in 2025**  
**of the Traffic and Transport Committee**  
**of Tai Po District Council**

Date: 6 November 2025 (Thursday)  
Time: 2:30 p.m. – 6:00 p.m.  
Venue: Conference Room, Tai Po District Council (“TPDC”)

<b><u>Present</u></b>	<b><u>Time of Arrival</u></b>	<b><u>Time of Withdrawal</u></b>
<b><u>Chairman</u></b>		
Mr. LI Yiu-ban, BBS, MH, JP	Beginning of the meeting	End of the meeting
<b><u>Vice-chairman</u></b>		
Mr. MUI Siu-fung	Beginning of the meeting	End of the meeting
<b><u>Members</u></b>		
Mr. YU Chi-wing, MH	Beginning of the meeting	End of the meeting
Mr. LEE Man-kit	Beginning of the meeting	End of the meeting
Ms. LEE Sai-yin, Jeanne, BBS, JP	Beginning of the meeting	End of the meeting
Mr. LI Wah-kwong, Rex, MH	Beginning of the meeting	End of the meeting
Mr. LAM Yick-kuen, MH	Beginning of the meeting	End of the meeting
Mr. WU Cheuk-him	Beginning of the meeting	End of the meeting
Mr. MUI Ching-hung, 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
<b><u>Secretary</u></b>		
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. 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 / Tai Po Police District / Hong Kong Police Force (“HKPF”)
Mr. CHEUNG Chi-hing	Administrative Assistant / Lands (Atg.) / 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
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
Mr. CHAN Wai-hang	Responsible Person / Operator of New Territories Green Minibus route 24 (“N.T. GMB Operator”)
Mr. LAU Ping-kuen	Operations Manager / N.T. GMB Operator
Mr. CHOI Shui-shing	Operations Manager / N.T. GMB Operator

**Opening Remarks**

The Chairman welcomed participants to the 6th meeting of the Traffic and Transport Committee (“TTC”) in 2025, and Ms. CHAN Kin-kwan, TPDC Member, to be in attendance of the meeting.

**I. Confirmation of the minutes of the 5th meeting in 2025 of the TTC on 23 September 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. Proposed service enhancement of KMB route 72K**

(TPDC Paper Nos. TT 65a/2025, TT 65b/2025 and TT 65c/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 65a/2025 and TT 65b/2025).

6. The representatives of TD and KMB went through the captioned paper (No. TT 65c/2025).

7. Members' questions were as follows:

- (i) They asked whether the department could complement KMB in providing additional short working trips during peak hours to divert passengers.
- (ii) They asked whether there were measures to alleviate traffic congestion from Ting Tai Road to Tai Wo Road.

8. The Chairman suggested introducing special service from Fu Tip Estate to MTR Tai Wo Station ("TW Station") directly, and adopting a route with smooth traffic flow to conserve resources for carrying more passengers.

9. The representative of KMB responded as follows:

- (i) KMB would continue to review the service demand at Fu Tip Estate, and subject to the availability of operational resources, consider feasible solutions to enhance operational efficiency.
- (ii) Currently, KMB was diverting passengers mainly by increasing short working trips to TW Station.
- (iii) KMB would review the suggestion for introducing direct trips.

10. A Member said that the introduction of direct trips departing from TW Station (Fu Tip Estate bound) could be considered.

11. The Chairman asked the TD and KMB to closely review the service demand and explore suitable solutions to strengthen the service.

**III. Proposed increase in the service frequency of KMB route 71K**  
**(TPDC Paper Nos. TT 66/2025 and TT 66a/2025)**

12. A Member went through the captioned paper (No. TT 66/2025).

13. Members' comments were as follows:

- (i) They suggested that the captioned route provide additional trips during morning peak hours to facilitate students in going to schools.
- (ii) They hoped that the department would consider increasing the service frequency of the captioned route and deploying easy access buses to serve the route.
- (iii) Given the lost trip problem was serious on the captioned route, they asked whether the department and KMB had relevant data for explanations.
- (iv) They suggested that an en-route stop near Tin Hau Temple Fung Shui Square be added for the route departing from Tai Wo (Tai Po Market bound) to facilitate the public in visiting Tai Po Jockey Club Family Medicine Clinic.
- (v) They suggested that an en-route stop at Fu Tip Estate be added to facilitate residents to travel directly to MTR Tai Po Market Station ("TPM Station").
- (vi) They hoped that the department would consider adjusting the route arrangements to enable smoother traffic flow and avoid the lost trip problem.
- (vii) They suggested that the department and KMB put forward an enhancement proposal for the captioned route for Members' discussion.

14. The representative of TD went through the captioned paper (No. TT 66a/2025), and supplemented as follows:

- (i) No cases had been found so far of wheelchair users being unable to board due to bus full, and the deployment of easy access buses would depend on the resource availability of the bus company.
- (ii) The department was currently studying with KMB the enhancement proposal for the captioned route, and would inform Members of any further updates.

15. The representative of KMB responded as follows:

- (i) The occupancy rate of the captioned route in both bounds during morning peak hours was around 40 to 50 per cent, reflecting that the bus frequency could meet passenger needs.
- (ii) KMB would continue to review the patronage, and according to the department's guidelines on service adjustment, discuss the feasibility of service adjustments with the department in a timely manner.
- (iii) KMB would examine with the department the feasibility of adding an en-route stop at Ting Kok Road.
- (iv) KMB would study whether to deploy buses with double wheelchair positions to serve the captioned route.
- (v) KMB held an open attitude towards the enhancement proposal for the captioned route, and would maintain ongoing communication with the department to enhance operational efficiency.

16. Members' comments and questions were as follows:

- (i) They asked whether there was relevant data to explain the lost trip problem of the route.
- (ii) They hoped that the department and KMB would provide information on the enhancement study for the captioned route.
- (iii) They suggested that the department conduct a site visit at Fu Tip Estate.

17. The representative of KMB responded that the main reason for the unstable service frequency of the captioned route was its rather lengthy journey, with multiple traffic signals along the route, as well as its passage through many illegal parking hotspots and busy road sections.

18. The Chairman said that there were numerous illegal parking hotspots in Tai Po District that required enhanced police enforcement to ensure smooth traffic flow.

**IV. Concerns over the issue of boarding and alighting at the bus stop at Ping On Lane in Tai Po (TPDC Paper Nos. TT 67/2025 and TT 67a/2025)**

19. Ms. CHAN Kin-kwan went through the captioned paper (No. TT 67/2025).

20. The representatives of TD and KMB went through the captioned paper (No. TT 67a/2025).

21. Members' comments and questions were as follows:

- (i) They suggested that the Police step up enforcement against illegally parked vehicles at the captioned location.
- (ii) They suggested that KMB strengthen bus captain training on bus positioning at bus stop area to allow safe passenger boarding and alighting.
- (iii) They hoped that the department would review whether the roads concerned were adequate to cope with the current traffic volumes and study whether there was a need to extend the bus bay.
- (iv) They suggested that the Police install additional warning signs at the captioned location.
- (v) They enquired whether the Police had prosecution figures on illegal parking at the captioned road section as well as other improvement measures.

22. The Chairman stated that placing warning signs would have a deterrent effect and complementing with enforcement by the Police, the situation of illegal parking could be effectively reduced.

23. The representative of HKPF responded as follows:

- (i) The captioned location was a key enforcement site in the district, and motorists would immediately drive away when the Police attended the scene.
- (ii) The Police would tow away illegally parked vehicles as necessary and step up enforcement at the location.
- (iii) The Police would review the installation of warning signs at appropriate locations.

**V. Proposed extension of the service hours of GMB route 24**  
**(TPDC Paper Nos. TT 68/2025 and TT 68a/2025)**

24. The Chairman welcomed Messrs. CHAN Wai-hang, LAU Ping-kuen and CHOI Shui-shing, Responsible Person and Operations Managers of N.T. GMB Operator respectively, to attend the meeting for this agenda item.

25. A Member went through the captioned paper (No. TT 68/2025).

26. The representatives of TD and N.T. GMB Operator went through the captioned paper (No. TT 68a/2025).

27. Members' comments and questions were as follows:

- (i) Residents mainly relied on GMBs to interchange to Fu Tip Estate during evening hours.
- (ii) They suggested that the N.T. GMB Operator consider fare adjustments.
- (iii) They asked the department about the permitted fare zone and the scale of fare charged for N.T. GMB route 24.

(Post-meeting note: The TD imposed maximum cap for scales of fares based on the journey distances of individual GMB routes. GMB operators would take into account the journey distances of their various routes, to propose fares not exceeding the corresponding caps for approval by the TD. According to the current scales of fares, the maximum fare charged for journeys not exceeding 5 kilometres ("km") was \$9.4. The journey distance covered by N.T. GMB route 24 was 5 km with its current fare of \$7.4 per passenger (round trips), and therefore did not exceed the maximum cap.)

28. The Chairman enquired about the tenure of the operating contract for N.T. GMB route 24.

29. The representative of TD responded that the operating contract for N.T. GMB route 24 lasted for a period of three years, with just over one year remaining at present.

30. The Chairman's comments were as follows:

- (i) He suggested that if resources permitted, the N.T. GMB Operator could first launch trial of extended service hours and then adjust the service frequency as the case may be.
- (ii) He suggested that the trial run to extend the service hours be conducted during the Christmas holidays in December.

31. The representative of N.T. GMB Operator agreed to the above arrangements and responded as follows:

- (i) He suggested introducing special trips via Nam Wan Road, Tai Po Complex, Plover Cove Garden and Tai Po Mega Mall to carry residents from TPM Station to Fu Tip Estate.
- (ii) If special trips could be introduced, fares and service hours could be further adjusted.

32. The representative of TD suggested discussing the extension of service hours first before considering route arrangements.

33. The Chairman's comments were as follows:

- (i) The proposed route by the N.T. GMB Operator needed to be further studied and assessed by the department.
- (ii) He suggested launching trial of extended service hours first to garner more patronage data for the department's consideration of route arrangements.

34. Members' comments were as follows:

- (i) They suggested that the N.T. GMB Operator discuss with the department on whether the special trip route could be operated during extended service hours.
- (ii) It was hoped that the department and the N.T. GMB Operator would maintain active communication on route arrangements and study development plans to accommodate the transport needs of Fu Tip Estate.
- (iii) They suggested that the department review GMB services along Kwong Fuk Road to avoid multiple GMBs coming to a GMB stop at the same time.

35. The representative of TD responded that residents of Fu Tip Estate primarily relied on buses to reach MTR stations. The department would study and consider the feasibility of route arrangements.

36. The Chairman's comments were as follows:

- (i) The coexistence of bus and GMB services could expand the room for their survival, thereby achieving mutual benefits.
- (ii) He hoped that the department would balance the needs of all parties and explore the feasibility of route adjustments.
- (iii) He asked the department and N.T. GMB Operator to consider the suggestion for extending service hours, and to inform Members as soon as possible of any progress.

**VI. Enquiry on the study progress of the provision of additional bus stops at Choi Tip Street (TPDC Paper Nos. TT 69/2025 and TT 69a/2025)**

37. A Member went through the captioned paper (No. TT 69/2025).

38. The representative of TD went through the captioned paper (No. TT 69a/2025).
39. A Member enquired about details of the preliminary design and the expected commencement date for district consultation.
40. The representative of TD responded that the preliminary plan was to install a bus stop on the existing street, with district consultation expected to take place within this month.
41. A Member hoped that KMB would add en-route stops upon completion of the bus stop.

**VII. Enquiry on the progress of the expansion works of Tai Wo Bus Terminus and Fu Heng Bus Terminus**

(TPDC Paper Nos. TT 70/2025 and TT 70a/2025)

42. A Member went through the captioned paper (No. TT 70/2025).
43. The representative of HyD went through the captioned paper (No. TT 70a/2025).
44. Members' comments were as follows:
  - (i) They hoped that the relevant departments would expedite the vetting, approval and progress of the works.
  - (ii) They enquired about the progress of discussions with the MTR Corporation Limited ("MTRCL") on the works arrangements.
45. The representative of HyD responded as follows:
  - (i) Regarding the progress of providing an additional bus bay at Po Nga Road (near Tai Wo Bus Terminus ("BT")), the department had consulted the relevant bus companies on the temporary traffic arrangements for the works. The bus companies had suggested that the works be avoided during the Lunar New Year ("LNY") holidays next year to minimise the impact on the operation of the BT during holidays as far as possible. In this connection, the department anticipated commencing the expansion works at Tai Wo BT after the LNY holidays.
  - (ii) Since the work site was within the railway protection boundary, the department was actively negotiating with MTRCL on the details and arrangements for the expansion of Tai Wo BT.

**VIII. Proposed road resurfacing of the road section near Tai Po Centre**

(TPDC Paper Nos. TT 71a/2025, TT 71b/2025 and TT 71c/2025)

46. Members went through the captioned papers (Nos. TT 71a/2025 and TT 71b/2025), and asked whether there was data on pedestrians sustaining injuries due to uneven road surface.

47. The representative of HyD went through the captioned paper (No. TT 71c/2025).

48. Members' comments were as follows:

- (i) They suggested increasing the number of dropped kerbs connecting the road to pavement shoulder and reducing the height difference of existing kerbs.
- (ii) They suggested resurfacing the captioned location with concrete to enhance durability.
- (iii) They understood that the road resurfacing with concrete would cause serious disruption to nearby traffic. Members could assist in explaining this to the public.
- (iv) They hoped that the department would consult residents regarding the road resurfacing works.
- (v) They suggested that the department alleviate the situation of loose pavers on the pavement outside Tai Po Complex.

49. The representative of HyD responded as follows:

- (i) The department explained that the kerb height had to comply with the HyD's standard. If necessary, the department would also install dropped kerbs at relevant locations in accordance with Works Request Form issued by the TD.
- (ii) The department explained that resurfacing the intersection of On Cheung Road and On Chee Road with concrete would have a significant impact on traffic in Tai Po town centre. As such, the arrangements and materials used for the resurfacing works required careful consideration.
- (iii) The department noted Members' views and would consult various stakeholders before taking forward the works.
- (iv) The department would supplement data on pedestrian injuries caused by uneven road surface after the meeting.
- (v) The department would conduct regular inspections of pavements under its maintenance purview, and would address the issue of loose pavers as soon as possible. Members were welcome to report related issues in the district to the

department.

(Post-meeting note: The HyD added that over the past two years, it had not received any cases of claim for compensation involving members of the public sustaining injuries due to uneven road surface at the relevant junction.

50. The Chairman hoped that the road resurfacing works could thoroughly resolve the problem of uneven road surface.

51. The representative of HyD responded that the road resurfacing works had to balance various factors to determine the materials to be used and the resurfacing arrangements.

52. Members' comments were as follows:

- (i) They suggested that the department compare the pros and cons of using different materials and associated works plans for Members' reference and consideration.
- (ii) They asked about the time required for carrying out the road resurfacing works.

53. The representative of HyD responded that the actual period of road closure would depend on the relevant temporary traffic arrangements. In general, using asphalt for road resurfacing works took about one night, whereas concrete necessitated about one full day and required major traffic diversion arrangements.

54. Members' comments were as follows:

- (i) They requested the department to follow up on the uneven road surface at the left turn from Po Heung Street onto Tai Po Tai Wo Road.
- (ii) They suggested that the works be carried out during the Christmas holidays to minimise the impact on nearby residents and traffic.

55. The Chairman pointed out that the department could notify Members for assistance should it have latest plans for resurfacing works and materials to be used.

## **IX. Discussion on the alleviation of traffic congestion problem at roads near MTR Tai Po Market Station**

(TPDC Paper Nos. TT 72/2025 and TT 72a/2025)

56. A Member went through the captioned paper (No. TT 72/2025).

57. The representative of TD went through the captioned paper (No. TT 72a/2025).
58. A Member thanked the department for its prompt follow-up. The traffic congestion problem at the relevant road section had been alleviated.
59. The Chairman asked about the commencement date for the works on the addition of traffic lane at Kwong Fuk roundabout.
60. The representative of HyD responded that arrangements were being made for the contractor to carry out trial hole excavation for the purpose of ascertaining the position of underground utilities. Preliminary work for trial hole excavation was expected to commence within the next two months.

**X. Suggestion for stepping up efforts to combat illegal parking problem in the area of Fuk Wo Road in Tai Wo Estate**

(TPDC Paper Nos. TT 73/2025, TT 73a/2025, TT 73b/2025 and TT 73c/2025)

61. A Member went through the captioned paper (No. TT 73/2025).
62. The representatives of TD and HD went through the captioned papers (Nos. TT 73a/2025 and TT 73b/2025).
63. Members' comments and questions were as follows:
- (i) There was also illegal parking of motorcycles at Choi Tip Street near the roundabout at the entrance of Fu Tip Estate Carpark. They hoped that the Police would step up law enforcement.
  - (ii) They hoped that the department would provide figures on the number of warning notices issued or illegally parked vehicles enclosed in the past year.
  - (iii) They asked whether there were other feasible measures to prevent illegal parking of motorcycles.
64. The representative of HD responded as follows:
- (i) Due to legislative restrictions, bollards could not be installed at the fire gate.
  - (ii) The department could only impound or remove illegally parked vehicles on pavements and charge a storage fee, but this involved manpower arrangements.
  - (iii) The responsible section was currently looking into the number of illegally parked

vehicles impounded, which would later be provided to Members.

(Post-meeting note: To effectively curb illegal parking, the HD had installed bollards around Tai Wo Neighbourhood Centre to prevent motorcycles from entry, and additionally placed plastic barriers to block motorcycles from parking illegally at the above location. Frontline staff had also stepped up patrols to evict illegally parked motorcycles, as well as issued warning notices to illegally parked vehicles and enclosed the said vehicles with plastic tubular barriers. Since January this year to date, the department had impounded a total of five motorcycles in the relevant area. The department would continue to keep in view the situation of illegal parking in the area and step up law enforcement actions to combat illegal parking.

Regarding the installation of bollards at the fire gate entrance, as the emergency vehicular access had to be accessible for fire service vehicles without obstruction, the department had consulted the Fire Services Department via an email on the feasibility of the installation of bollards, in the hope of narrowing the entrance/exit area of the fire gate to prevent motorcycles from entering.)

65. A Member hoped that the relevant departments would follow up on the issue of the use of bicycles and electric bicycles on pavements.

66. The representative of HKPF went through the captioned paper (No. TT 73c/2025) and said that the Police would follow up on the problem of illegal parking at Fu Tip Estate roundabout.

67. A Member said that as bicycles or electric bicycles were often seen travelling on pavements in the district, street counters for publicity on cycling safety would be set up in conjunction with the Police.

68. The Chairman said that educating the public on the principle of correct use of roads was more effective than stepping up enforcement.

69. The representative of HKPF responded that the police conducted monthly prosecutions and blitz operations against the use of bicycles on pavements or failure to comply with traffic signs or signals, as well as on electric mobility devices, respectively. Enforcement would continue to be carried out if police resources permitted.

70. A Member suggested that the Police use social media for publicity and education.

71. The representative of HKPF noted Members' comments and would further study the matter.

**XI. Proposed provision of traffic signs for cyclists at the pedestrian subway (NS208) in Fu Heng Estate**

(TPDC Paper Nos. TT 74/2025 and TT 74a/2025)

72. A Member went through the captioned paper (No. TT 74/2025).
73. The representative of TD went through the captioned paper (No. TT 74a/2025).
74. The Chairman stated that cyclists had to pay attention to road conditions and ride safely.
75. Members' comments and questions were as follows:
- (i) They suggested that the department mark the ground surface with reminders to alert cyclists to slow down, and install additional bollards at suitable locations.
  - (ii) They suggested stepping up publicity efforts on penalties for violating cycling safety rules.
  - (iii) They suggested that the department study measures to prevent high-speed cycling within subways to ensure pedestrian safety.
  - (iv) They asked whether the Police had any specific improvement suggestions to deal with the issue of high-speed cycling.
76. The representative of HKPF responded as follows:
- (i) Enforcement against bicycle speeding could not be carried out under existing legislation.
  - (ii) The Police would immediately make prosecution and impose fines against individuals for careless cycling and failure to comply with traffic signs or signals, etc.
77. The representative of TD responded that road improvement measures at cycle tracks would generally involve installing road markings, traffic signs and plastic bollards at appropriate locations based on the geographic features of the cycle track.
78. A Member asked whether speed detectors could be used at the entrances of pedestrian subways in Tai Po District to assist in issuance of penalty tickets to cyclists.
79. The representative of HKPF responded that it was difficult to carry out enforcement as cycle tracks did not have a definite speed limit.

**XII. Enquiry on suggestions for reducing traffic accidents on Tolo Highway**  
(TPDC Paper Nos. TT 75/2025, TT 75a/2025 and TT 75b/2025)

80. A Member went through the captioned paper (No. TT 75/2025).
81. The representative of TD went through the captioned paper (No. TT 75a/2025).
82. Members' comments and questions were as follows:
- (i) They suggested using a cut-in broadcast system or installing display panels to remind motorists to watch their driving speed.
  - (ii) They asked whether the department had other preventive measures in addition to road design improvements.
  - (iii) They suggested the installation of an average speed camera system at Tolo Highway.
  - (iv) They hoped that the department would actively look into measures to alleviate the traffic problems at Tolo Highway.
  - (v) They suggested that the Police consider using drones for enforcement.
83. The representative of HKPF responded that the Police was open to the use of drones for enforcement purposes, and would review suitable resources as well as feasible locations. Any progress would be reported to Members.
84. A Member suggested that the Tolo Highway lane markers near exit 3A be converted into double white lines to prevent vehicles from changing lanes, thus causing congestion.

**XIII. Matters arising from minutes of the 5th meeting of TTC on 23 September 2025 – Proposed widening of footpath to connect Tai Mei Tuk Barbecue Area, parking lot and Tai Po Lung Mei Beach**

85. The Chairman said that the representatives of TD and HyD had conducted a site visit with Members on 21 October, and put forward three proposals for widening the existing footpath.
86. The representative of TD responded as follows:
- (i) The department was currently discussing with the CEDD the feasibility of altering the retaining wall, while also looking into alternative options to reduce the impact

on the retaining wall and the crash barrier.

- (ii) The department would study adjustments to the alignment of Ting Kok Road, the affected area, the works schedule and construction cost, to assess the cost-effectiveness of the works, and would later report to Members.

87. The Chairman's comments were as follows:

- (i) Regarding Members' suggestion to move the crash barrier further outwards, the potential width gain would be limited. Altering the existing alignment of the carriageway would require an additional road bend, which would increase driving risks, and the effect would not be ideal.
- (ii) Widening the existing retaining wall was a relatively feasible suggestion, and he suggested that the embankment be strengthened to justify the works, as well as that the width of the footpath be optimised.
- (iii) Members were inclined to support the option of widening the existing retaining wall. He suggested referring the matter to the full council of TPDC for follow-up and hoped that the CEDD would assist in taking forward the project.

88. A Member suggested that the matter be discussed at the full council of TPDC upon completion of the preliminary assessment of proposed plan by the TD.

89. The representative of CEDD responded that the department had received the proposed plan from the TD, and currently needed time to collect relevant feedback.

90. The Chairman asked that the TD submit their preliminary assessment to the full council of TPDC after its completion for discussion and follow-up.

#### **XIV. 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 76/2025)

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

92. Members' comments and questions were as follows:

- (i) The noise problem along the Pak Shek Kok Cycling Promenade at night had yet to be resolved. They asked whether the Police was enforcing the law at night.

- (ii) They hoped that the Police would continue to carry out anti-speeding operations, especially in rural areas, to reduce the risk of traffic accidents.

93. The Chairman requested the Police to follow up on Members' comments.

**XV.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 77/2025)

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

95. Members' comments and questions were as follows:

- (i) They suggested that the department provide locations suitable for beautification works to the TPDO, so as to facilitate public participation in the beautification of facilities in the district.
- (ii) They asked about the commencement date for the provision of additional road signs at the roundabout fronting Symphony Bay.
- (iii) They asked whether the water mains diversion works for Structure No. NS78 had been completed, and the completion date for the entire works project.

96. The representative of HyD responded as follows:

- (i) The department had taken note of Members' comments, and had carried out beautification projects in conjunction with various departments in the past.
- (ii) The department had learnt that the TD had completed consultation on the design of the works on the provision of additional road signs at the roundabout fronting Symphony Bay. The works schedule would be supplemented after the meeting.
- (iii) The department would ask the responsible section to contact Members and supplement the works schedule for Structure No. NS78 after the meeting.

(Post-meeting note: The HyD supplemented that the works on the provision of road signs at the roundabout fronting Symphony Bay were expected to commence in the first quarter.)

To tie in with the waterworks under Works Contract No. CN5/WSD/21 of the Water Services Department ("WSD"), which had been underway earlier at the same road section, the water mains diversion works for NS78 had to be temporarily suspended. The WSD works had been

completed in early September this year. Subsequently, the HyD lift works could only commence after the water mains diversion works were completed. The contractor was currently consulting the TD on the temporary traffic diversion arrangements, and the water mains diversion works would commence immediately upon approval from the TD. The entire NS78 lift works were expected for completion in the second quarter of 2027.)

97. Members' comments and questions were as follows:

- (i) It was suggested that barrier-free ramps or lifts be added to footbridges near shopping centres in the district for the convenience of the elderly.
- (ii) It was suggested that the department regularly provide Members with the timetable for the works in the district to facilitate Members to handle public enquiries.
- (iii) They asked about the works progress of Structure No. KF02, as well as the arrangements for the relocation of underground utilities.
- (iv) Members had liaised with Link Asset Management Limited on the works for Structure No. KF04, and could discuss the details with the department after the meeting.

98. The Chairman suggested that the TD review whether barrier-free facilities could be added to the footbridge near Tai Po BT.

99. The representative of HyD responded as follows:

- (i) The department explained that Annex I to the captioned paper set out the small-scale traffic improvements of greater concern to Members or with greater public impact, along with their works timetables, indicating the commencement and completion dates for each works project. As there were a large number of works projects in the district, Members were welcome to directly contact the department for details of individual projects.
- (ii) Please refer to Annex II to the captioned paper for items and timetables regarding the retrofitting of barrier-free access facilities. The department would ask the responsible section to liaise with the relevant Members to report on the works in detail.

100. The Chairman requested the department to inform Members when there was progress with the works.

**XVI. Any other business**

101. Members raised other items as follows:

- (i) It was suggested that the department relocate the entrance/exit of the parking lot at Tai Po Lung Mei Beach (“TPLM Beach”) to the rear of the parking lot to facilitate the entry and exit of vehicles.
- (ii) It was suggested that the department trim the weeds at the junction of Shan Liu Road and Ting Kok Road near lamp post No. AE0689 to prevent accidents arising from obstruction of motorists’ vision.
- (iii) They hoped that departments would step up cooperation to tackle the problem of overgrown weeds in the district.

102. The Chairman requested the TD to study the feasibility of adjusting the entrance/exit of the parking lot at TPLM Beach.

103. The representative of HyD responded that if trees or weeds obstructed motorists’ vision and posed an immediate danger, the department would immediately arrange for the contractor to handle the problem, or follow up with the relevant departments.

(Post-meeting note: The HyD had immediately carried out a site inspection after the meeting. As the matter involved tree removal, the department had reflected the matter to the department responsible for the trees.)

104. The representative of TD responded as follows:

- (i) The department would study the feasibility of adjusting the entrance/exit of the parking lot at TPLM Beach. As the parking lot was managed by the Leisure and Cultural Services Department, any adjustments had to be made to dovetail with its management measures and the operation of the parking lot.
- (ii) The department would assess whether the bus stop near the entrance/exit would obstruct motorists’ sightlines and affect traffic safety.

105. The Chairman stated that Members primarily hoped that vehicles exiting the parking lot would not be restricted by traffic signals, and requested the TD to consider whether the said suggestion was feasible.

**XVII. Date of next meeting**

106. The next meeting was scheduled to be held at 2:30 p.m. on 8 January 2026 (Thursday).

107. There being no other business, the meeting was adjourned at 6 p.m.

Tai Po District Council Secretariat  
November 2025