

(Translation)

Minutes of the 2nd Meeting of Traffic and Transport Committee (1/24-25)

Date: 2 May 2024

Time: 2:30 p.m.

Venue: Main Conference Room, Tsuen Wan District Office

Present:

Mr CHAN Sung-ip, BBS, MH (Chairman)

Mr CHENG Chit-pun (Vice Chairman)

Mr KOO Yeung-pong, MH

Mr NG Chun-yu

Ms LAM Yuen-pun

Mr CHOW Sum-ming

Ms CHEUNG Man-ka, Marcella

Mr LEUNG Cheong-ming, Raymond, MH, JP

Mr CHAN Chun-chung

Mr MOK Yuen-kwan

Mr TSANG Tai

Mr FUNG Cheuk-sum

Mr WONG Wai-kit, MH

Mr WONG Kai-chun

Mr KOT Siu-yuen, MH

Mr LAU Chung-kong

Government Representatives

Mr LEE Soeng-him, Sean	Assistant District Officer (Tsuen Wan), Tsuen Wan District Office
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Mr CHAN Yee-hing, Paul	Engineer/Tsuen Wan 1, Transport Department
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Mr SIN Ho-pong, Stanley	Engineer/Tsuen Wan 2, Transport Department
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Mr CHEUNG Hang-keung, Ken	Engineer/Tsuen Wan 4, Transport Department
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Miss MUI Wai-ching, Destiny	Senior Transport Officer/Tsuen Wan,
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Mr WONG Hei-long, Ken	Transport Department
	District Engineer/Tsuen Wan,
Ms LAM Hang-ling, Sara	Highways Department
	Administrative Assistant/Lands
	(District Lands Office, Tsuen Wan and
	Kwai Tsing) (Acting), Lands
	Department

Tsuen Wan District Council Secretariat Representatives:

Mr LIM Kuen	Senior Executive Officer (District Council), Tsuen Wan District Office
Mr NG Cheuk-pong, James (Secretary)	Executive Officer (District Council)4, Tsuen Wan District Office
Miss LEUNG Wai-ching, Clementine	Executive Officer (District Council)1, Tsuen Wan District Office

In Attendance:

For discussion of item 3:

Mr TSUI Ho-wing, Stan	Senior Transport Officer/Bus/New Territories South West, Transport Department
Ms WONG Ka-yee, Chloe	Transport Officer/Bus/New Territories South West, Transport Department
Mr Tim WONG	Assistant Manager, Operations, Kowloon Motor Bus Company (1933) Limited
Mr Leo CHOW	Assistant Manager, Public Relations, Kowloon Motor Bus Company (1933) Limited
Mr Eric LEE	Officer, Operations Support, Kowloon Motor Bus Company (1933) Limited
Ms Penny CHUNG	Corporate Communications Manager, Citybus Limited
Mr Clarence CHAN	Operations Manager (Kowloon and New Territories), Citybus Limited
Ms Miko KWOK	Corporate Communications Officer, Citybus Limited
Mr Jack TSE	Planning Officer, Citybus Limited

For discussion of item 4:

Mr TAI Lap-for, Frankie	Senior Engineer/Strategic Studies 5, Transport Department
Mr AU Paak-wai, Zero	Project Coordinator/Strategic Studies 2, Transport Department
Mr KUONG Hon-ling, Hamlyn	Associate Director, Ove Arup & Partners Hong Kong Limited

For discussion of item 5:

Mr Tim WONG	Assistant Manager, Operations, Kowloon Motor Bus Company (1933) Limited
Mr Leo CHOW	Assistant Manager, Public Relations, Kowloon Motor Bus Company (1933) Limited
Mr Eric LEE	Officer, Operations Support, Kowloon Motor Bus Company (1933) Limited

I Opening Remarks and Introduction

The Chairman welcomed Members and representatives from government departments to the 2nd meeting of the Traffic and Transport Committee (T&TC).

2. The Chairman stated that no application for absence had been received from any Member before the meeting.
3. The Chairman stated that according to the requirements stipulated in the Tsuen Wan District Council Standing Orders, if a District Council (DC) Member found that he/she had any direct personal or pecuniary interests in a discussion item or relevant matters when attending a meeting of the Council or dealing with matters related to the Council, the DC Member should declare the interests. The Secretariat had not received any declaration of interests prior to the meeting. The Chairman enquired whether Members had to make declarations of interests immediately. No Member made a declaration of interests immediately.
4. The Chairman stated that at the meeting, Members could speak and make supplementary remarks on each agenda item once respectively. Members could speak up to two minutes in the first round of speeches and up to one minute in the second round of speeches.

II Item 1: Confirmation of Minutes of the 1st Meeting held on 29.2.2024

5. The Chairman stated that the Secretariat had not received any proposed amendment before the meeting. The Chairman enquired whether Members had to put forth proposed amendments immediately. No Member put forth a proposed amendment immediately. Members unanimously endorsed the minutes.

III Item 2: Matters Arising from the Minutes of the Previous Meeting

Traffic Condition of the Junction off Sham Tseng Catholic Primary School at Castle Peak Road

(Paragraphs 12 to 21 of the Minutes of the Meeting held on 29 February 2024)

6. The Chairman stated that Members and representatives of the Transport Department (TD) had conducted a site visit to the junction off Sham Tseng Catholic Primary School on 17 April 2024. Regarding the captioned item under the Matters Arising from the Minutes of the Previous Meeting, the representative from the TD responsible for giving responses was Mr SIN Ho-pong, Stanley, Engineer/Tsuen Wan 2 (E/TW2).

7. E/TW2 of the TD reported on the situation.

8. A Member welcomed the TD's consideration given to extending the duration of the green signal of the pedestrian traffic light at the junction concerned by two seconds during non-peak hours. The Member also enquired about the land ownership with respect to the potential provision of a channelising island due to the splitting of the left-turn and right-turn traffic light signals.

9. E/TW2 of the TD responded that as the location concerned fell within the lease boundary of Bellagio, the land owner of Bellagio was responsible for the management and maintenance there. Together with the District Lands Office, Tsuen Wan and Kwai Tsing as well as the relevant stakeholders, the TD would continue to follow up on the proposed traffic improvements to the location.

IV Item 3: Bus Route Planning Programme 2024-2025 of Tsuen Wan District

(TWDC T&TC Paper No. 1/24-25)

10. The Chairman stated that the TD submitted the paper. The representatives from the departments and companies attending the meeting were:

(1) Mr TSUI Ho-wing, Stan, Senior Transport Officer/Bus/New Territories South

- West, (STO(B/NTSW)), TD;
- (2) Ms WONG Ka-yee, Chloe, Transport Officer/Bus/New Territories South West, TD;
 - (3) Mr Tim WONG, Assistant Manager, Operations, Kowloon Motor Bus Company (1933) Limited (KMB);
 - (4) Mr Leo CHOW, Assistant Manager, Public Relations, KMB;
 - (5) Mr Eric LEE, Officer, Operations Support, KMB;
 - (6) Ms Penny CHUNG, Corporate Communications Manager, Citybus Limited (Citybus);
 - (7) Mr Clarence CHAN, Operations Manager (Kowloon and New Territories), Citybus;
 - (8) Ms Miko KWOK, Corporate Communications Officer, Citybus; and
 - (9) Mr Jack TSE, Planning Officer, Citybus.

11. STO(B/NTSW) of the TD introduced the paper.

12. The views and enquiries of Members were summarised as follows:

- (1) KMB route no. 39A was a circular route plying between Tsuen Wan West Station and Allway Gardens. KMB route no. 39P proposed by the TD was an one-direction express service bound for Tsuen Wan West Station from Allway Gardens. A Member opined that the re-deployment of one departure of KMB route no. 39A during morning peak hours from Monday to Friday to operate KMB route no. 39P would adversely affect students who went to school by taking KMB route no. 39A. The Member therefore hoped that KMB route no. 39P would operate independently or be re-routed. In other words, the outbound trip of KMB route no. 39P should adopt the route of KMB route no. 39A to travel from Tsuen Wan West Station to Allway Gardens, and the return trip of KMB route no. 39P should take a more direct route to Tsuen Wan West Station from Allway Gardens;
- (2) a Member welcomed the re-deployment of two departures of KMB route no. 234A to depart from Sea Crest Villa Phase 4 in the morning. The Member hoped that whole-day service would be provided if this arrangement was well received by passengers. Besides, Tsing Lung Tau Tsuen and Hong Kong Garden were some distance from Sea Crest Villa. However, the services of KMB route no. 53 and green minibus (GMB) failed to meet residents' needs. As such, the Member hoped that the route of the special departure of KMB route no. 234A would be extended to depart from Tsing Lung Tau Tsuen or the

bus terminus at Hong Kong Garden;

- (3) a Member was concerned about the impact on residents in Tsuen Wan due to the re-arrangement of two departures of KMB route no. 40P to depart from Shek Yam East Estate during morning peak hours; and
- (4) a Member pointed out that having en-route stops in Northeast Kwai Chung, KMB route no. 936 would take 96 minutes to travel from Lei Muk Shue to Causeway Bay. For this reason, most passengers would not board KMB route no. 936 in Lei Muk Shue. Since KMB route no. 935 currently provided service between Northeast Kwai Chung and Wan Chai, the Member suggested that the en-route stops of KMB route no. 936 in Northeast Kwai Chung should be cancelled to reduce the journey time.

13. STO(B/NTSW) of the TD responded as follows:

- (1) the TD and the KMB had explored the feasibility of operating KMB route no. 39P as a circular route plying between Tsuen Wan West Station and Allway Gardens. However, the objective of introducing KMB route no. 39P was to provide residents of Tsuen King Circuit with a scheduled express service bound for Tsuen Wan West Station from fixed locations during morning peak hours, thereby bringing convenience to their journeys. Since the bus journey from Tsuen Wan West Station to Allway Gardens was relatively long, it was difficult to ensure that buses departing from Tsuen Wan West Station during morning peak hours could arrive at Allway Gardens as scheduled to serve residents of Tsuen King Circuit. Therefore, it was currently proposed that KMB route no. 39P should operate as an one-direction express service departing from Allway Gardens to Tsuen Wan West Station. If the proposal would be implemented, the TD would adjust the departure time of KMB route no. 39A to minimise the negative impact on students;
- (2) the TD noted the Member's suggestions on KMB route no. 234A. It would discuss the feasibility of the suggestions with the KMB having regard to various factors (including whether the proposed service would overlap with other existing services, and whether suitable locations were available for setting up bus stops);
- (3) the TD anticipated that the service frequency of KMB route no. 40P would be changed from 8-9 minutes per departure at present to 8-12 minutes per departure after the re-arrangement. Currently, a departure of KMB route no. 40P would reach about 30 percent of its passenger capacity before arriving at Northeast Kwai Chung and about 80 percent after passing through the said

area. The TD proposed providing special departures of KMB route no. 40P to ease the passenger flow in Northeast Kwai Chung during morning peak hours; and

- (4) the TD noted the Member's suggestion on KMB route no. 936. However, while KMB route no. 935 was a bus service plying between Northeast Kwai Chung and Wan Chai, only outbound trips and return trips would respectively be operated during peak hours in the morning and evening from Monday to Saturday. So, residents of Northeast Kwai Chung required KMB route no. 936 to travel to and from Hong Kong Island.

14. Officer, Operations Support of the KMB responded as follows:

- (1) having considered the allocation of resources and the stability of bus services, the KMB proposed the re-deployment of one departure of KMB route no. 39A to operate KMB route no. 39P during morning peak hours. At present, as there were various bus routes bound for Tsuen King Circuit via Castle Peak Road, he believed that these bus routes could meet the demand of students and other passengers. The KMB would continue to closely monitor the passenger demand and make adjustments in a timely manner;
- (2) as for the Member's suggestion for extending the route of KMB route no. 234A to depart from the vicinity of Tsing Lung Tau, the KMB should consider the impact of the suggestion on the journey time and bus deployment and should discuss the feasibility of the suggestion with the TD;
- (3) during the service period, each special departure of KMB route no. 40P would depart from Tsuen Wan every 8-12 minutes. The KMB would endeavour to operate special departures of KMB route no. 40P according to the said service frequency, thereby meeting the demand of Tsuen Wan residents; and
- (4) the KMB would discuss the Member's suggestions for KMB route nos. 935 and 936 with the TD. It would also study whether there was still room for adjusting the routes and services with a view to providing Tsuen Wan residents with more convenient bus routes to Hong Kong Island.

15. The further views and enquiries of Members were summarised as follows:

- (1) a Member pointed out that KMB route no. 234A would currently pass through Tsing Lung Tau in order to enter Sea Crest Villa. Hence, the provision of a stop of KMB route no. 234A in Tsing Lung Tau would not increase the journey time and there was adequate space nearby for setting up the stop. Also, owing to the limited carrying capacity of minibuses, the elderly and persons

who required to take KMB route no. 234A would especially find the provision of a stop of this bus route in Tsing Lung Tau necessary because the area was far away from Sea Crest Villa. Besides, pointing out that many students and people living in Sham Tseng had to arrive at Tsuen Wan town centre before 8:00 a.m., the Member suggested advancing the departure time of the first special departure of KMB route no. 234A to 7:15 a.m. or 7:20 a.m.;

- (2) as GMB route no. 308M was the only public transport means plying between Sham Tseng and Tsing Yi at present, there were always long queues at the stops of this GMB route. A Member hoped that bus-bus interchange concessions (BBI concessions) would be offered to passengers of the newly introduced KMB route no. 49A so that they could enjoy a fare discount when interchanging to other bus routes (such as KMB route nos. 234A and 234B) at Tsuen Wan West Station Public Transport Interchange. This proposal could provide passengers with more options for travelling between Sham Tseng and Tsing Yi;
- (3) a Member pointed out that many students taking KMB route no. 39A would alight at the en-route stop at Tsuen King Circuit Market. The service frequencies of other alternative routes (such as KMB route no. 30) were relatively low. Also, given the smaller number of en-route stops in Tsuen King Circuit, students had to walk a long distance from the bus terminus at Allway Gardens to their schools. So, they would rather wait for KMB route no. 39A than taking other alternative routes; and
- (4) a Member pointed out that many Tsuen Wan residents travelling to East Kowloon would opt for KMB route no. 33 of which the journey time was shorter. However, the service frequency of this bus route was relatively low for the time being. There would only be a departure about every 20 to 30 minutes. The Member enquired whether the service frequency could be enhanced to about 10 minutes per departure.

16. STO(B/NTSW) of the TD responded as follows:

- (1) the TD would study with the KMB the Member's suggestions about KMB route no. 234A (including advancing the departure time of the first special departure and providing a stop in Tsing Lung Tau);
- (2) as for the suggestion of offering a BBI concession to passengers of KMB route no. 49A, the TD indicated that it had all along been encouraging bus companies to offer BBI concessions to passengers in order to reduce their public transport expenses. According to the spirit of free enterprise, whether to offer fare

concessions to passengers would be a commercial decision that rested with individual public transport operators;

- (3) the TD noted the Member's views on KMB route no. 39P. If the proposal would be implemented, the TD and the KMB would closely monitor the impact of the change on students and passengers and make adjustments in a timely manner; and
- (4) the TD and the KMB would closely monitor the patronage of KMB route no. 33 and enhance the service when necessary.

17. Officer, Operations Support of the KMB responded as follows:

- (1) the KMB would study with the TD the Member's suggestions about KMB route no. 234A (including advancing the departure time of the first special departure and providing an en-route stop in Tsing Lung Tau);
- (2) the KMB would endeavour to offer various fare concessions to passengers when introducing new bus routes. The KMB would study the feasibility of the Member's suggestion for offering BBI concessions to passengers of the newly introduced KMB route no. 49A who interchanged to other bus routes (such as KMB route nos. 234A and 234B) at Tsuen Wan West Station Public Transport Interchange;
- (3) the KMB noted the Member's concern about the impact on students and passengers arising from the reallocation of resources from KMB route no. 39A to operate KMB route no. 39P. Together with the TD, the KMB would closely monitor the patronage of KMB route no. 39A and make adjustments in a timely manner; and
- (4) the KMB and the TD would closely monitor the patronage of KMB route no. 33 and enhance the service when necessary.

18. The Chairman requested the TD and the KMB to consider the views and suggestions raised by Members.

V Item 4: Smart Motorway Pilot Scheme at Ting Kau Bridge
(TWDC T&TC Paper No. 2/24-25)

19. The Chairman stated that the TD submitted the paper. The representatives from the departments and company attending the meeting were:

- (1) Mr TAI Lap-for, Frankie, Senior Engineer/Strategic Studies 5 (SE/SS5), TD;
- (2) Mr AU Paak-wai, Zero, Project Coordinator/Strategic Studies 2, TD; and
- (3) Mr KUONG Hon-ling, Hamlyn, Associate Director, Ove Arup & Partners

Hong Kong Limited (OAP).

20. SE/SS5 of the TD and Associate Director of the OAP introduced the paper.
21. The views and enquiries of Members were summarised as follows:
 - (1) a Member supported the Smart Motorway Pilot Scheme at Ting Kau Bridge (the “Pilot Scheme”). Vehicles from Tsing Long Highway and the slip road of Tuen Mun Road (two lanes each) would converge on the three southbound lanes of Ting Kau Bridge. Hence, the traffic on southbound Ting Kau Bridge would generally be more congested during peak hours and traffic accidents would be likely to take place. Under the Pilot Scheme, the hard shoulders of this road section would automatically be converted to running lanes, where appropriate, to ease the vehicular flow;
 - (2) a Member hoped that apart from traffic accidents, the TD would also consider converting the hard shoulders to running lanes to ease the vehicular flow when there was traffic congestion;
 - (3) a Member suggested that the TD should enhance its publicity work on the Pilot Scheme among drivers;
 - (4) a Member hoped that the TD would provide adequate light signals to tie in with the closure of lanes or conversion of shoulders, facilitating drivers to be well-prepared for such arrangements when they were still in Tai Lam Tunnel or Tuen Mun Road. The Member also hoped that the TD would deploy staff to assist in directing traffic at the initial stage of implementing the Pilot Scheme;
 - (5) a Member hoped that the Pilot Scheme would be extended to northbound Ting Kau Bridge where the traffic flow was busier; and
 - (6) a Member enquired about the estimated expenditure of the Pilot Scheme.
22. SE/SS5 of the TD responded as follows:
 - (1) the TD launched the Pilot Scheme after studying the experiences of adopting smart motorway from all over the world. It would first conduct a trial run of converting the road shoulders on southbound Ting Kau Bridge during a traffic accident. According to the actual road conditions, the conversion would take place under the direction of police officers or authorised persons to maintain the road capacity and ease the vehicular flow, thereby alleviating traffic congestion caused by the accident. The TD would analyse the data and effectiveness of the Pilot Scheme, including the adaptability of drivers, with a

view to formulating a more comprehensive strategy for adopting smart motorway;

- (2) southbound Ting Kau Bridge would be equipped with an automatic incident detection system and variable message signs to provide real-time information for drivers;
- (3) the TD would promote the details of the Pilot Scheme among the transport industry and the public in due course;
- (4) the TD was discussing with the departments concerned how the TD could tie in with rescue operations in the event of traffic incidents on the road concerned where the Pilot Scheme was implemented. The TD would convert the hard shoulders to running lanes only when road safety was ensured; and
- (5) the estimated expenditure of the Pilot Scheme was about \$30 million.

23. The Chairman concluded that Members unanimously supported the Pilot Scheme.

VI Item 5: Proposals for the Service of KMB Route No. 48P

(TWDC T&TC Paper No. 3/24-25)

24. The Chairman stated that Mr WONG Kai-chun submitted the paper. The representative from the TD responsible for giving responses was Miss MUI Wai-ching, Destiny, Senior Transport Officer/Tsuen Wan (STO/TW). Besides, the written reply of the TD was tabled at the meeting.

25. Mr WONG Kai-chun introduced the paper.

26. The views and enquiries of Members were summarised as follows:

- (1) a Member opined that the provision of sectional fare of KMB route no. 48P could put bus resources to good use and facilitate residents of Tsing Lung Tau and Sea Crest Villa Phase 4 to travel to Tsuen Wan town centre. According to the information of the KMB and the TD, the highest occupancy rate of KMB route no. 48P travelling from Tsing Lung Tau to Chun Yeung Estate, Fo Tan during morning peak hours on weekdays was about 30 percent. So, even if the number of short-haul passengers increased after the sectional fare was offered, KMB route no. 48P should still have sufficient capacity to carry long-haul passengers travelling to Sha Tin; and
- (2) a Member hoped that the service of KMB route no. 48P would be enhanced to operate throughout the day, thereby meeting the demand for travelling to the New Territories East from residents in the rural area of Tsuen Wan.

27. STO/TW of the TD responded as follows:

- (1) the fares of franchised buses were currently set according to the distance of the journey and the service nature of the routes. When deciding whether to offer sectional fares, bus franchisees would generally consider an array of factors in relation to individual routes, such as the passenger volume and distribution, the distance of the journey and the journey time required;
- (2) KMB route no. 48P mainly provided direct bus service to Sha Tin for residents around Tsing Lung Tau and Tsuen Wan town centre during peak hours on weekdays. As for departures of KMB route no. 48P bound for Sha Tin, if sectional fare was offered for passengers travelling from Tsing Lung Tau to Tsuen Wan town centre, more short-haul passengers might opt to take this long-haul route. The overall journey time of KMB route no. 48P would therefore increase, causing a negative impact on existing passengers who travelled to Sha Tin;
- (3) the TD considered that the provision of sectional fare of KMB route no. 48P was inappropriate at this stage. Nevertheless, it would still encourage bus companies to offer concessions to passengers where appropriate;
- (4) according to the KMB's operation records of April 2024, the highest occupancy rate of KMB route no. 48P travelling from Tsing Lung Tau to Chun Yeung Estate, Fo Tan during morning peak hours on weekdays was about 30 percent. This showed that the bus service could generally meet the passenger demand. The TD would continue to closely monitor the passenger demand of KMB route no. 48P and review the service level of this bus route in a timely manner; and
- (5) regarding the relatively long waiting time for GMB route nos. 96, 96M and 302 during morning peak hours as mentioned by a Member, the TD had urged the operators concerned to closely monitor the changes in the passenger demand during the said period, flexibly deploy vehicles in a timely manner and increase the number of departures to ease the waiting passenger flow. According to the TD's site investigations, the operators had already operated additional departures to ease the passenger flow. This arrangement was not required by the schedules of service concerned.

28. The further views and enquiries of Members were summarised as follows:

- (1) a Member pointed out that various modes of public transport have been made available to residents around Belvedere Garden to travel to Tsuen Wan town

centre. If sectional fare of KMB route no. 48P was offered, the additional short-haul passengers would mainly get on board in three relatively remote areas, namely Tsing Lung Tau, Sham Tseng and Ting Kau. The number of additional passengers would be limited, and such an increase would have no significant impact on long-haul passengers; and

- (2) a Member hoped that the TD would re-consider the provision of sectional fare of KMB route no. 48P with a view to making good use of bus resources.

29. STO/TW of the TD responded that the TD had not received any application from the KMB for offering sectional fare of KMB route no. 48P. If such application was received, the TD would vet it according to the established procedures.

30. Officer, Operations Support of the KMB responded that the KMB would consider offering sectional fares of various routes having regard to the actual conditions of routes (such as the patronage and fare arrangements). As for the proposed provision of sectional fare of KMB route no. 48P, the KMB adopted an open attitude and would continue to explore the feasibility of the proposal with the TD.

VII Item 6: Proposals for the Service of Green Minibus Route No. 96

(TWDC T&TC Paper No. 4/24-25)

31. The Chairman stated that Ms LAM Yuen-pun submitted the paper. The representative from the TD responsible for giving responses was Miss MUI Wai-ching, Destiny, STO/TW. Besides, the written reply of the TD was tabled at the meeting.

32. The views and enquiries of Members were summarised as follows:

- (1) a Member pointed out the stop-skipping practice of GMB route nos. 96, 96C and 96M. Minibus stop signs had already been erected at certain en-route stops. Yet, some drivers of these GMB routes often did not stop to pick up passengers even if there were still empty seats in minibuses;
- (2) a Member pointed out that sometimes, quite a number of empty seats would still be available in minibuses of GMB route no. 96 travelling past Tsuen King Circuit Flyover. So, the Member hoped that a stop of GMB route no. 96 would be set up there, facilitating passengers of Tsuen King Circuit to go shopping in the town centre, Shiu Wo Street and Hoi Pa Street; and
- (3) a Member pointed out that there were many new commercial buildings in the vicinity of Tsuen King Circuit Flyover. The pedestrian flow would become relatively heavy during peak hours in the morning and evening. The Member

hoped that a stop of GMB route no. 96 would be provided at the said location to alleviate the commuting traffic load.

33. STO/TW of the TD responded as follows:

- (1) when considering the provision of minibus stops, the TD would examine factors such as geographical constraints, road safety, traffic flow in the vicinity and impact on existing passengers;
- (2) the TD had conducted a site visit on Tsuen King Circuit Flyover to review its suitability for providing an additional minibus stop. The existing bus stop on Tsuen King Circuit Flyover was situated at a busy road section. While having limited space, the bus stop served as a boarding and alighting point for up to 30 bus routes. If a stop of GMB route no. 96 was to be provided at this road section, it would adversely affect buses pulling over at the said bus stop and the operation of the bus stop. Also, the journey time of GMB route no. 96 would be lengthened, causing a negative impact on its existing passengers;
- (3) at present, passengers from the surrounding area of Tsuen King Circuit Flyover could take KMB route no. 234A, 234B or 66M to travel to the vicinity of Hoi Pa Street in Tsuen Wan town centre;
- (4) the TD had reservations about the proposed addition of a stop of GMB route no. 96 on Tsuen King Circuit Flyover at this stage. The TD would continue to monitor the operation of this GMB route and conduct a review in a timely manner; and
- (5) the TD would remind the minibus operators concerned that they should provide service in accordance with the respective schedules of service. It would also conduct a site investigation in due course to learn about the stop-skipping situation of GMB route nos. 96, 96C and 96M as mentioned by the Member. If the situation was substantiated, the TD would follow it up with the operators according to the established mechanism.

34. The further views and enquiries of Members were summarised as follows:

- (1) a Member requested the TD to clarify whether stops of GMB route no. 96 had been set up at Tsuen King Circuit Flyover, Summit Terrace, Tsuen Tak Gardens or Kam Fung Garden; and
- (2) a Member pointed out that a greater number of bus routes would pull over in Tsuen Fu Street which was shorter than the road section concerned on Tsuen King Circuit Flyover. However, minibuses could still pick up/drop off passengers in Tsuen Fu Street. The Member therefore hoped that the TD

would re-consider the feasibility of providing a stop of GMB route no. 96 on Tsuen King Circuit Flyover, making good use of minibus resources.

35. STO/TW of the TD responded as follows:

- (1) minibus operators were required to provide service in accordance with the respective schedules of service. According to the schedule of service of GMB route no. 96, no stop had been set up at Tsuen King Circuit Flyover, Summit Terrace, Tsuen Tak Gardens or Kam Fung Garden; and
- (2) the TD would further study the feasibility of providing a stop of GMB route no. 96 on Tsuen King Circuit Flyover.

VIII Item 7: Information paper

Minor Traffic Improvement Projects Completed in the Past Two Months, in Progress and Planned to Commence by the Highways Department (Tsuen Wan District) and Timetables (as at 2 May 2024)
(TWDC T&TC Paper No. 5/24-25)

36. District Engineer/Tsuen Wan of the Highways Department introduced the paper.

IX Adjournment of Meeting

37. The Chairman reminded Members that the next meeting was scheduled for 27 June 2024 (Thursday) and the deadline for submission of papers was 12 June 2024 (Wednesday).

Tsuen Wan District Council Secretariat

6 June 2024